Glossary Terms

NAME	ACRONYM	DEFINITION	Source
CENTER RADAR ARTS PRESENTATION/PROCESSING-PLUS	CENRAP-PLUS	A computer program developed to provide a back-up system for airport surveillance radar in the event of a terminal secondary radar system failure. The program uses a combination of Air Route Traffic Control Center Radar and terminal airport surveillance radar primary targets displayed simultaneously for the processing and presentation of data on the ARTS IIA or IIIA displays.	Pilot-Controller Glossary
CENTER TRACON AUTOMATION SYSTEM	CTAS	A computerized set of programs designed to aid Air Route Traffic Control Centers and TRACONs in the management and control of air traffic.	Pilot-Controller Glossary
CENTER WEATHER ADVISORY	CWA	An unscheduled weather advisory issued by Center Weather Service Unit meteorologists for ATC use to alert pilots of existing or anticipated adverse weather conditions within the next 2 hours. A CWA may modify or redefine a SIGMET.	Pilot-Controller Glossary
CENTER'S AREA		The specified airspace within which an air route traffic control center (ARTCC) provides air traffic control and advisory service.	Pilot-Controller Glossary
CENTRAL EAST PACIFIC	CEP	An organized route system between the U.S. West Coast and Hawaii.	Pilot-Controller Glossary
CERTIFIED TOWER RADAR DISPLAY	CTRD	A FAA radar display certified for use in the NAS.	Pilot-Controller Glossary
CHAFF		Thin, narrow metallic reflectors of various lengths and frequency responses, used to reflect radar energy. These reflectors when dropped from aircraft and allowed to drift downward result in large targets on the radar display.	Pilot-Controller Glossary
CHARTED VFR FLYWAYS		Charted VFR Flyways are flight paths recommended for use to bypass areas heavily traversed by large turbine-powered aircraft. Pilot compliance with recommended flyways and associated altitudes is strictly voluntary. VFR Flyway Planning charts are published on the back of existing VFR Terminal Area charts.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CHARTED VISUAL FLIGHT PROCEDURE APPROACH	CVFP APPROACH	An approach conducted while operating on an instrument flight rules (IFR) flight plan which authorizes the pilot of an aircraft to proceed visually and clear of clouds to the airport via visual landmarks and other information depicted on a charted visual flight procedure. This approach must be authorized and under the control of the appropriate air traffic control facility. Weather minimums required are depicted on the chart.	Pilot-Controller Glossary
CHASE		An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing.	Pilot-Controller Glossary
CHASE AIRCRAFT		(See CHASE.)	Pilot-Controller Glossary
CIRCLE TO RUNWAY (RUNWAY NUMBER)		Used by ATC to inform the pilot that he/she must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport/runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; e.g., "Cleared VOR Runway Three Six Approach circle to Runway Two Two," or "Circle northwest of the airport for a right downwind to Runway Two Two."	Pilot-Controller Glossary
CIRCLE-TO-LAND MANEUVER		A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable. At tower controlled airports, this maneuver is made only after ATC authorization has been obtained and the pilot has established required visual reference to the airport.	Pilot-Controller Glossary
CIRCLING APPROACH		(See CIRCLE-TO-LAND MANEUVER.)	Pilot-Controller Glossary
CIRCLING MANEUVER		(See CIRCLE-TO-LAND MANEUVER.)	Pilot-Controller Glossary
CIRCLING MINIMA		(See LANDING MINIMUMS.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CLASS A AIRSPACE		Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.	Pilot-Controller Glossary
CLASS B AIRSPACE		Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers (some Class B airspaces areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is "clear of clouds."	Pilot-Controller Glossary
CLASS C AIRSPACE		Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, a circle with a 10NM radius that extends no lower than 1,200 feet up to 4,000 feet above the airport elevation and an outer area that is not charted. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CLASS D AIRSPACE		Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.	Pilot-Controller Glossary
CLASS E AIRSPACE		Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet AGL used to transition to/from the terminal or en route environment, en route domestic, and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska, up to, but not including 18,000 feet MSL, and the airspace above FL 600.	Pilot-Controller Glossary
CLASS G AIRSPACE		That airspace not designated as Class A, B, C, D or E.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CLEAR OF THE RUNWAY		a.?Taxiing aircraft, which is approaching a runway, is clear of the runway when all parts of the aircraft are held short of the applicable runway holding position marking. b.?A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there are no restrictions to its continued movement beyond the applicable runway holding position marking. c.?Pilots and controllers shall exercise good judgement to ensure that adequate separation exists between all aircraft on runways and taxiways at airports with inadequate runway edge lines or holding position markings.	Pilot-Controller Glossary
CLEAR-AIR TURBULENCE	CAT	Turbulence encountered in air where no clouds are present. This term is commonly applied to high-level turbulence associated with wind shear. CAT is often encountered in the vicinity of the jet stream.	Pilot-Controller Glossary
CLEARANCE		(See AIR TRAFFIC CLEARANCE.)	Pilot-Controller Glossary
CLEARANCE LIMIT		The fix, point, or location to which an aircraft is cleared when issued an air traffic clearance.	Pilot-Controller Glossary
CLEARANCE LIMIT [ICAO]		The point of which an aircraft is granted an air traffic control clearance.	Pilot-Controller Glossary
CLEARANCE VOID IF NOT OFF BY (TIME)		Used by ATC to advise an aircraft that the departure clearance is automatically canceled if takeoff is not made prior to a specified time. The pilot must obtain a new clearance or cancel his/her IFR flight plan if not off by the specified time.	Pilot-Controller Glossary
CLEARANCE VOID TIME [ICAO]		A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith.	Pilot-Controller Glossary
CLEARED (Type of) APPROACH		ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., "Cleared ILS Runway Three Six Approach."	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CLEARED APPROACH		ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a specific instrument approach procedure.	Pilot-Controller Glossary
CLEARED AS FILED		Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, DP, or DP Transition.	Pilot-Controller Glossary
CLEARED FOR TAKEOFF		ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.	Pilot-Controller Glossary
CLEARED FOR THE OPTION		ATC authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. It is normally used in training so that an instructor can evaluate a student's performance under changing situations.	Pilot-Controller Glossary
CLEARED THROUGH		ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.	Pilot-Controller Glossary
CLEARED TO LAND		ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.	Pilot-Controller Glossary
CLEARWAY		An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.	Pilot-Controller Glossary
CLIMB TO VFR		ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to VFR.	Pilot-Controller Glossary
CLIMBOUT		That portion of flight operation between takeoff and the initial cruising altitude.	Pilot-Controller Glossary
CLOSE PARALLEL RUNWAYS		Two parallel runways whose extended centerlines are separated by less than 4,300 feet, having a Precision Runway Monitoring (PRM) system that permits simultaneous independent ILS approaches.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CLOSED RUNWAY		A runway that is unusable for aircraft operations. Only the airport management/military operations office can close a runway.	Pilot-Controller Glossary
CLOSED TRAFFIC		Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern.	Pilot-Controller Glossary
Cloud		A cloud is a visible accumulation of minute water droplets and/or ice particles in the atmosphere above the Earth's surface. Cloud differs from ground fog, fog, or ice fog only in that the latter are, by definition, in contact with the Earth's surface.	Pilot-Controller Glossary
CLUTTER		In radar operations, clutter refers to the reception and visual display of radar returns caused by precipitation, chaff, terrain, numerous aircraft targets, or other phenomena. Such returns may limit or preclude ATC from providing services based on radar.	Pilot-Controller Glossary
COASTAL FIX		A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.	Pilot-Controller Glossary
CODES		The number assigned to a particular multiple pulse reply signal transmitted by a transponder.	Pilot-Controller Glossary
COMBINED CENTER-RAPCON	CERAP	An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.	Pilot-Controller Glossary
COMMON POINT		A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish/maintain longitudinal separation, a controller may determine a common point not originally in the aircraft's flight plan and then clear the aircraft to fly over the point.	Pilot-Controller Glossary
COMMON PORTION		(See COMMON ROUTE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
COMMON ROUTE		That segment of a North American Route between the inland navigation facility and the coastal fix. OR Typically the portion of a RNAV STAR between the en route transition end point and the runway transition start point; however, the common route may only consist of a single point that joins the en route and runway transitions.	Pilot-Controller Glossary
COMMON TRAFFIC ADVISORY FREQUENCY	CTAF	A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications. (Refer to AC 90-42, Traffic Advisory Practices at Airports Without Operating Control Towers.)	Pilot-Controller Glossary
COMPASS LOCATOR		A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure. a.?Outer Compass Locator (LOM)- A compass locator installed at the site of the outer marker of an instrument landing system. (See OUTER MARKER.) b.?Middle Compass Locator (LMM)- A compass locator installed at the site of the middle marker of an instrument landing system.	Pilot-Controller Glossary
COMPASS ROSE		A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.	Pilot-Controller Glossary
COMPLY WITH RESTRICTIONS		An ATC instruction that requires an aircraft being vectored back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
COMPOSITE FLIGHT PLAN		A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.	Pilot-Controller Glossary
COMPOSITE ROUTE SYSTEM		An organized oceanic route structure, incorporating reduced lateral spacing between routes, in which composite separation is authorized.	Pilot-Controller Glossary
COMPOSITE SEPARATION		A method of separating aircraft in a composite route system where, by management of route and altitude assignments, a combination of half the lateral minimum specified for the area concerned and half the vertical minimum is applied.	Pilot-Controller Glossary
COMPULSORY REPORTING POINTS		Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in "radar contact."	Pilot-Controller Glossary
Conflict Alert		A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.	Pilot-Controller Glossary
Conflict Resolution		The resolution of potential conflictions between aircraft that are radar identified and in communication with ATC by ensuring that radar targets do not touch. Pertinent traffic advisories shall be issued when this procedure is applied. Note: This procedure shall not be provided utilizing mosaic radar systems.	Pilot-Controller Glossary
CONFORMANCE		The condition established when an aircraft's actual position is within the conformance region constructed around that aircraft at its position, according to the trajectory associated with the aircraft's Current Plan.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CONFORMANCE REGION		A volume, bounded laterally, vertically, and longitudinally, within which an aircraft must be at a given time in order to be in conformance with the Current Plan Trajectory for that aircraft. At a given time, the conformance region is determined by the simultaneous application of the lateral, vertical, and longitudinal conformance bounds for the aircraft at the position defined by time and aircraft's trajectory.	Pilot-Controller Glossary
CONSOLAN		A low frequency, long-distance NAVAID used principally for transoceanic navigations.	Pilot-Controller Glossary
CONTACT		a.?Establish communication with (followed by the name of the facility and, if appropriate, the frequency to be used). b.?A flight condition wherein the pilot ascertains the attitude of his/her aircraft and navigates by visual reference to the surface.	Pilot-Controller Glossary
CONTACT APPROACH		An approach wherein an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile.	Pilot-Controller Glossary
CONTAMINATED RUNWAY		A runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber, or other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD fails below the recommended minimum friction level and the average friction value in the adjacent 500-foot segments falls below the maintenance planning friction level.	Pilot-Controller Glossary
CONTERMINOUS U.S.		The 48 adjoining States and the District of Columbia.	Pilot-Controller Glossary
CONTINENTAL UNITED STATES		The 49 States located on the continent of North America and the District of Columbia.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CONTINUE		When used as a control instruction should be followed by another word or words clarifying what is expected of the pilot. Example: "continue taxi," "continue descent," "continue inbound," etc.	Pilot-Controller Glossary
CONTROL AREA [ICAO]		A controlled airspace extending upwards from a specified limit above the earth.	Pilot-Controller Glossary
Control Sector		An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot-communications during operations within a sector are normally maintained on discrete frequencies assigned to the sector.	Pilot-Controller Glossary
CONTROL SLASH		A radar beacon slash representing the actual position of the associated aircraft. Normally, the control slash is the one closest to the interrogating radar beacon site. When ARTCC radar is operating in narrowband (digitized) mode, the control slash is converted to a target symbol.	Pilot-Controller Glossary
Controlled Airspace		An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification. a. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace. b. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in 14 CFR Part 91 (for specific operating requirements, please refer to 14 CFR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to 14 CFR Part 71).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CONTROLLED AIRSPACE [ICAO]		An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification. Note:?Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D, and E.	Pilot-Controller Glossary
CONTROLLED TIME OF ARRIVAL	CTA	Arrival time assigned during a Traffic Management Program. This time may be modified due to adjustments or user options.	Pilot-Controller Glossary
CONTROLLER		(See AIR TRAFFIC CONTROL SPECIALIST.)	Pilot-Controller Glossary
Controller [ICAO]		A person authorized to provide air traffic control services.	Pilot-Controller Glossary
Controller Pilot Data Link Communications	CPDLC	A two-way digital very high frequency (VHF) air/ground communications system that conveys textual air traffic control messages between controllers and pilots.	Pilot-Controller Glossary
CONVECTIVE SIGNIFICANT METEOROLOGICAL INFORMATION	WST	(See CONVECTIVE SIGMET.)	Pilot-Controller Glossary
COORDINATES		The intersection of lines of reference, usually expressed in degrees/minutes/seconds of latitude and longitude, used to determine position or location.	Pilot-Controller Glossary
COORDINATION FIX		The fix in relation to which facilities will handoff, transfer control of an aircraft, or coordinate flight progress data. For terminal facilities, it may also serve as a clearance for arriving aircraft.	Pilot-Controller Glossary
COPTER		(See HELICOPTER.)	Pilot-Controller Glossary
CORRECTION		An error has been made in the transmission and the correct version follows.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
COUPLED APPROACH		A coupled approach is an instrument approach performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment. In general, coupled nonprecision approaches must be discontinued and flown manually at altitudes lower than 50 feet below the minimum descent altitude, and coupled precision approaches must be flown manually below 50 feet AGL. Note:?Coupled and autoland approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.	Pilot-Controller Glossary
COURSE		a.?The intended direction of flight in the horizontal plane measured in degrees from north. b.?The ILS localizer signal pattern usually specified as the front course or the back course. c.?The intended track along a straight, curved, or segmented MLS path.	Pilot-Controller Glossary
CRITICAL ENGINE		The engine which, upon failure, would most adversely affect the performance or handling qualities of an aircraft.	Pilot-Controller Glossary
CROSS (FIX) AT (ALTITUDE)		Used by ATC when a specific altitude restriction at a specified fix is required.	Pilot-Controller Glossary
CROSS (FIX) AT OR ABOVE (ALTITUDE)		Used by ATC when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment.	Pilot-Controller Glossary
CROSS (FIX) AT OR BELOW (ALTITUDE)		Used by ATC when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum IFR altitude.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CROSSWIND		a.?When used concerning the traffic pattern, the word means "crosswind leg." (See TRAFFIC PATTERN.) b.?When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft. (See CROSSWIND COMPONENT.)	Pilot-Controller Glossary
CROSSWIND COMPONENT		The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.	Pilot-Controller Glossary
Cruise		Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum IFR altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb/descent within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he/she may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with: a. An airport clearance limit at locations with a standard/special instrument approach procedure. The CFRs require that if an instrument letdown to an airport is necessary, the pilot shall make the letdown in accordance with a standard/special instrument approach procedure for that airport, or b. An airport clearance limit at locations that are within/below/outside controlled airspace and without a standard/special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under IFR conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable CFRs governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Cruise Climb		A climb technique employed by aircraft, usually at a constant power setting, resulting in an increase of altitude as the aircraft weight decreases.	Pilot-Controller Glossary
CRUISING ALTITUDE		An altitude or flight level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance.	Pilot-Controller Glossary
CRUISING LEVEL		(See CRUISING ALTITUDE.)	Pilot-Controller Glossary
CRUISING LEVEL [ICAO]		A level maintained during a significant portion of a flight.	Pilot-Controller Glossary
(climb/descend) AND MAINTAIN (altitude)		(See SAFETY ALERT.)	Pilot-Controller Glossary
360 OVERHEAD		(See OVERHEAD MANEUVER.)	Pilot-Controller Glossary
ABBREVIATED IFR FLIGHT PLANS-		An authorization by ATC requiring pilots to submit only that information needed for the purpose of ATC. It includes only a small portion of the usual IFR flight plan information. In certain instances, this may be only aircraft identification, location, and pilot request. Other information may be requested if needed by ATC for separation/control purposes. It is frequently used by aircraft which are airborne and desire an instrument approach or by aircraft which are on the ground and desire a climb to VFR-on-top.	Pilot-Controller Glossary
ABEAM		An aircraft is "abeam" a fix, point, or object when that fix, point, or object is approximately 90 degrees to the right or left of the aircraft track. Abeam indicates a general position rather than a precise point.	Pilot-Controller Glossary
ACCELERATE-STOP DISTANCE AVAILABLE	ASDA	The runway plus stopway length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff.	Pilot-Controller Glossary
ACCELERATE-STOP DISTANCE AVAILABLE [ICAO]	ASDA [ICAO]	The length of the take-off run available plus the length of the stopway if provided.	Pilot-Controller Glossary
ACKNOWLEDGE		Let me know that you have received my message	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ACKNOWLEDGE [ICAO]		Let me know that you have received and understood this message.	Pilot-Controller Glossary
ACROBATIC FLIGHT		An intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.	Pilot-Controller Glossary
ACROBATIC FLIGHT [ICAO]		Maneuvers intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.	Pilot-Controller Glossary
ACTIVE RUNWAY		(See RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY.)	Pilot-Controller Glossary
ACTUAL CALCULATED LANDING TIME	ACLT	ACLT is a flight's frozen calculated landing time. An actual time determined at freeze calculated landing time (FCLT) or meter list display interval (MLDI) for the adapted vertex for each arrival aircraft based upon runway configuration, airport acceptance rate, airport arrival delay period, and other metered arrival aircraft. This time is either the vertex time of arrival (VTA) of the aircraft or the tentative calculated landing time (TCLT)/ACLT of the previous aircraft plus the arrival aircraft interval (AAI), whichever is later. This time will not be updated in response to the aircraft's progress.	Pilot-Controller Glossary
ACTUAL NAVIGATION PERFORMANCE	ANP	(See REQUIRED NAVIGATION PERFORMANCE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ADDITIONAL SERVICES		Advisory information provided by ATC which includes but is not limited to the following: a.?Traffic advisories. b.?Vectors, when requested by the pilot, to assist aircraft receiving traffic advisories to avoid observed traffic. c.?Altitude deviation information of 300 feet or more from an assigned altitude as observed on a verified (reading correctly) automatic altitude readout (Mode C). d.?Advisories that traffic is no longer a factor. e.?Weather and chaff information. f.?Weather assistance. g.?Bird activity information. h.?Holding pattern surveillance. Additional services are provided to the extent possible contingent only upon the controller's capability to fit them into the performance of higher priority duties and on the basis of limitations of the radar, volume of traffic, frequency congestion, and controller workload. The controller has complete discretion for determining if he/she is able to provide or continue to provide a service in a particular case. The controller's reason not to provide or continue to provide a service in a particular case is not subject to question by the pilot and need not be made known to him/her.	Pilot-Controller Glossary
ADMINISTRATOR		The Federal Aviation Administrator or any person to whom he/she has delegated his/her authority in the matter concerned.	Pilot-Controller Glossary
ADVISE INTENTIONS		Tell me what you plan to do.	Pilot-Controller Glossary
Advisory		Advice and information provided to assist pilots in the safe conduct of flight and aircraft movement.	Pilot-Controller Glossary
ADVISORY FREQUENCY		The appropriate frequency to be used for Airport Advisory Service.	Pilot-Controller Glossary
Advisory Service		Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AERIAL REFUELING		A procedure used by the military to transfer fuel from one aircraft to another during flight.	Pilot-Controller Glossary
Aerodrome		A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.	Pilot-Controller Glossary
AERODROME BEACON [ICAO]		Aeronautical beacon used to indicate the location of an aerodrome from the air.	Pilot-Controller Glossary
AERODROME CONTROL SERVICE [ICAO]		Air traffic control service for aerodrome traffic.	Pilot-Controller Glossary
AERODROME CONTROL TOWER [ICAO]		A unit established to provide air traffic control service to aerodrome traffic.	Pilot-Controller Glossary
AERODROME ELEVATION [ICAO]		The elevation of the highest point of the landing area.	Pilot-Controller Glossary
AERODROME TRAFFIC CIRCUIT [ICAO]		The specified path to be flown by aircraft operating in the vicinity of an aerodrome.	Pilot-Controller Glossary
AERONAUTICAL BEACON		A visual NAVAID displaying flashes of white and/or colored light to indicate the location of an airport, a heliport, a landmark, a certain point of a Federal airway in mountainous terrain, or an obstruction.	Pilot-Controller Glossary
CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE	CMNPS	That portion of Canadian domestic airspace within which MNPS separation may be applied.	Pilot-Controller Glossary
CARDINAL ALTITUDES		"Odd" or "Even" thousand-foot altitudes or flight levels; e.g., 5,000, 6,000, 7,000, FL 250, FL 260, FL 270.	Pilot-Controller Glossary
CARDINAL FLIGHT LEVELS		(See CARDINAL ALTITUDES.)	Pilot-Controller Glossary
CATCH POINT		A fix/waypoint that serves as a transition point from the high altitude waypoint navigation structure to an arrival procedure (STAR) or the low altitude ground-based navigation structure.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
CEILING		The heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."	Pilot-Controller Glossary
CEILING [ICAO]		The height above the ground or water of the base of the lowest layer of cloud below 6,000 meters (20,000 feet) covering more than half the sky.	Pilot-Controller Glossary
CENTER		(See AIR ROUTE TRAFFIC CONTROL CENTER.)	Pilot-Controller Glossary
CENTER RADAR ARTS PRESENTATION/PROCESSING	CENRAP	A computer program developed to provide a back-up system for airport surveillance radar in the event of a failure or malfunction. The program uses air route traffic control center radar for the processing and presentation of data on the ARTS IIA or IIIA displays.	Pilot-Controller Glossary
Automatic Terminal Information Service	ATIS	The continuous broadcast of recorded noncontrol information in selected terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information; e.g., "Los Angeles information Alfa. One three zero zero Coordinated Universal Time. Weather, measured ceiling two thousand overcast, visibility three, haze, smoke, temperature seven one, dew point five seven, wind two five zero at five, altimeter two niner niner six. I-L-S Runway Two Five Left approach in use, Runway Two Five Right closed, advise you have Alfa."	Pilot-Controller Glossary
AUTOMATIC TERMINAL INFORMATION SERVICE [ICAO]	ATIS [ICAO]	The provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts throughout the day or a specified portion of the day.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AUTOROTATION		A rotorcraft flight condition in which the lifting rotor is driven entirely by action of the air when the rotorcraft is in motion. a.?Autorotative Landing/Touchdown Autorotation. Used by a pilot to indicate that the landing will be made without applying power to the rotor. b.?Low Level Autorotation. Commences at an altitude well below the traffic pattern, usually below 100 feet AGL and is used primarily for tactical military training. c.?180 degrees Autorotation. Initiated from a downwind heading and is commenced well inside the normal traffic pattern. "Go around" may not be possible during the latter part of this maneuver.	Pilot-Controller Glossary
AVAILABLE LANDING DISTANCE	ALD	The portion of a runway available for landing and roll-out for aircraft cleared for LAHSO. This distance is measured from the landing threshold to the hold-short point.	Pilot-Controller Glossary
AVIATION WEATHER SERVICE		A service provided by the National Weather Service (NWS) and FAA which collects and disseminates pertinent weather information for pilots, aircraft operators, and ATC. Available aviation weather reports and forecasts are displayed at each NWS office and FAA FSS.	Pilot-Controller Glossary
AZIMUTH (MLS)		A magnetic bearing extending from an MLS navigation facility. Note:?Azimuth bearings are described as magnetic and are referred to as "azimuth" in radio telephone communications.	Pilot-Controller Glossary
BACK-TAXI		A term used by air traffic controllers to taxi an aircraft on the runway opposite to the traffic flow. The aircraft may be instructed to back-taxi to the beginning of the runway or at some point before reaching the runway end for the purpose of departure or to exit the runway.	Pilot-Controller Glossary
BASE LEG		(See TRAFFIC PATTERN.)	Pilot-Controller Glossary
BEARING		The horizontal direction to or from any point, usually measured clockwise from true north, magnetic north, or some other reference point through 360 degrees.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
BELOW MINIMUMS		Weather conditions below the minimums prescribed by regulation for the particular action involved; e.g., landing minimums, takeoff minimums.	Pilot-Controller Glossary
BLAST FENCE		A barrier that is used to divert or dissipate jet or propeller blast.	Pilot-Controller Glossary
BLIND SPEED		The rate of departure or closing of a target relative to the radar antenna at which cancellation of the primary radar target by moving target indicator (MTI) circuits in the radar equipment causes a reduction or complete loss of signal.	Pilot-Controller Glossary
BLIND SPOT		An area from which radio transmissions and/or radar echoes cannot be received. The term is also used to describe portions of the airport not visible from the control tower.	Pilot-Controller Glossary
BLIND TRANSMISSION		(See TRANSMITTING IN THE BLIND.)	Pilot-Controller Glossary
BLIND VELOCITY [ICAO]		The radial velocity of a moving target such that the target is not seen on primary radars fitted with certain forms of fixed echo suppression.	Pilot-Controller Glossary
BLIND ZONE		(See BLIND SPOT.)	Pilot-Controller Glossary
Blocked		Phraseology used to indicate that a radio transmission has been distorted or interrupted due to multiple simultaneous radio transmissions.	Pilot-Controller Glossary
BOUNDARY LIGHTS		(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
BRAKING ACTION (GOOD, FAIR, POOR, OR NIL)		A report of conditions on the airport movement area providing a pilot with a degree/quality of braking that he/she might expect. Braking action is reported in terms of good, fair, poor, or nil.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
BRAKING ACTION ADVISORIES		When tower controllers have received runway braking action reports which include the terms "poor" or "nil," or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include on the ATIS broadcast the statement, "BRAKING ACTION ADVISORIES ARE IN EFFECT." During the time Braking Action Advisories are in effect, ATC will issue the latest braking action report for the runway in use to each arriving and departing aircraft. Pilots should be prepared for deteriorating braking conditions and should request current runway condition information if not volunteered by controllers. Pilots should also be prepared to provide a descriptive runway condition report to controllers after landing.	Pilot-Controller Glossary
BREAKOUT		A technique to direct aircraft out of the approach stream. In the context of close parallel operations, a breakout is used to direct threatened aircraft away from a deviating aircraft.	Pilot-Controller Glossary
Broadcast		Transmission of information for which an acknowledgement is not expected.	Pilot-Controller Glossary
BROADCAST [ICAO]		A transmission of information relating to air navigation that is not addressed to a specific station or stations.	Pilot-Controller Glossary
CALCULATED LANDING TIME	CLT	A term that may be used in place of tentative or actual calculated landing time, whichever applies.	Pilot-Controller Glossary
CALL FOR RELEASE	CFR	Wherein the overlying ARTCC requires a terminal facility to initiate verbal coordination to secure ARTCC approval for release of a departure into the en route environment.	Pilot-Controller Glossary
CALL UP		Initial voice contact between a facility and an aircraft, using the identification of the unit being called and the unit initiating the call.	Pilot-Controller Glossary
Flight Management System	FMS	A computer system that uses a large data base to allow routes to be preprogrammed and fed into the system by means of a data loader. The system is constantly updated with respect to position accuracy by reference to conventional navigation aids. The sophisticated program and its associated data base insures that the most appropriate aids are automatically selected during the information update cycle.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Flight Path		A line, course, or track along which an aircraft is flying or intended to be flown.	Pilot-Controller Glossary
FLIGHT PLAN AREA		The geographical area assigned by regional air traffic divisions to a flight service station for the purpose of search and rescue for VFR aircraft, issuance of NOTAMs, pilot briefing, in-flight services, broadcast, emergency services, flight data processing, international operations, and aviation weather services. Three letter identifiers are assigned to every flight service station and are annotated in AFDs and FAAO JO 7350.8, LOCATION IDENTIFIERS, as tie-in facilities.	Pilot-Controller Glossary
AIRPORT/FACILITY DIRECTORY	A/FD	A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographical area.	Pilot-Controller Glossary
AIRSPACE CONFLICT		Predicted conflict of an aircraft and active Special Activity Airspace (SAA).	Pilot-Controller Glossary
AIRSPACE FLOW PROGRAM	AFP	AFP is a Traffic Management (TM) process administered by the Air Traffic Control System Command Center (ATCSCC) where aircraft are assigned an Expect Departure Clearance Time (EDCT) in order to manage capacity and demand for a specific area of the National Airspace System (NAS). The purpose of the program is to mitigate the effects of en route constraints. It is a flexible program and may be implemented in various forms depending upon the needs of the air traffic system.	Pilot-Controller Glossary
AIRSPACE HIERARCHY		Within the airspace classes, there is a hierarchy and, in the event of an overlap of airspace: Class A preempts Class B, Class B preempts Class C, Class C preempts Class D, Class D preempts Class E, and Class E preempts Class G.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIRSPEED		The speed of an aircraft relative to its surrounding air mass. The unqualified term "airspeed" means one of the following: a.?Indicated Airspeed- The speed shown on the aircraft airspeed indicator. This is the speed used in pilot/controller communications under the general term "airspeed." (Refer to 14 CFR Part 1.) b.?True Airspeed- The airspeed of an aircraft relative to undisturbed air. Used primarily in flight planning and en route portion of flight. When used in pilot/controller communications, it is referred to as "true airspeed" and not shortened to "airspeed."	Pilot-Controller Glossary
AIRSTART		The starting of an aircraft engine while the aircraft is airborne, preceded by engine shutdown during training flights or by actual engine failure.	Pilot-Controller Glossary
Airway		A Class E airspace area established in the form of a corridor, the centerline of which is defined by radio navigational aids.	Pilot-Controller Glossary
AIRWAY [ICAO]		A control area or portion thereof established in the form of corridor equipped with radio navigational aids.	Pilot-Controller Glossary
AIRWAY BEACON		Used to mark airway segments in remote mountain areas. The light flashes Morse Code to identify the beacon site.	Pilot-Controller Glossary
Alert		A notification to a position that there is an aircraft-to-aircraft or aircraft-to-airspace conflict, as detected by Automated Problem Detection (APD).	Pilot-Controller Glossary
ALERT AREA		(See SPECIAL USE AIRSPACE.)	Pilot-Controller Glossary
ALERT NOTICE	ALNOT	A request originated by a flight service station (FSS) or an air route traffic control center (ARTCC) for an extensive communication search for overdue, unreported, or missing aircraft.	Pilot-Controller Glossary
Alert Phase [ICAO]	ALERFA	A situation wherein apprehension exists as to the safety of an aircraft and its occupants.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ALERTING SERVICE		service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid and assist such organizations as required.	Pilot-Controller Glossary
ALONG-TRACK DISTANCE	ATD	The distance measured from a point-in-space by systems using area navigation reference capabilities that are not subject to slant range errors.	Pilot-Controller Glossary
ALPHANUMERIC DISPLAY		Letters and numerals used to show identification, altitude, beacon code, and other information concerning a target on a radar display.	Pilot-Controller Glossary
ALTERNATE AERODROME [ICAO]		An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Note:?The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for the flight.	Pilot-Controller Glossary
ALTERNATE AIRPORT		An airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.	Pilot-Controller Glossary
ALTIMETER SETTING		The barometric pressure reading used to adjust a pressure altimeter for variations in existing atmospheric pressure or to the standard altimeter setting (29.92). (Refer to 14 CFR Part 91.)	Pilot-Controller Glossary
Altitude		The height of a level, point, or object measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL). (See FLIGHT LEVEL.) a. MSL Altitude- Altitude expressed in feet measured from mean sea level. b. AGL Altitude- Altitude expressed in feet measured above ground level. c. Indicated Altitude- The altitude as shown by an altimeter. On a pressure or barometric altimeter it is altitude as shown uncorrected for instrument error and uncompensated for variation from standard atmospheric conditions.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ALTITUDE [ICAO]		The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).	Pilot-Controller Glossary
ALTITUDE READOUT		An aircraft's altitude, transmitted via the Mode C transponder feature, that is visually displayed in 100-foot increments on a radar scope having readout capability.	Pilot-Controller Glossary
ALTITUDE RESERVATION	ALTRV	Airspace utilization under prescribed conditions normally employed for the mass movement of aircraft or other special user requirements which cannot otherwise be accomplished. ALTRVs are approved by the appropriate FAA facility.	Pilot-Controller Glossary
ALTITUDE RESTRICTION		An altitude or altitudes, stated in the order flown, which are to be maintained until reaching a specific point or time. Altitude restrictions may be issued by ATC due to traffic, terrain, or other airspace considerations.	Pilot-Controller Glossary
ALTITUDE RESTRICTIONS ARE CANCELED		Adherence to previously imposed altitude restrictions is no longer required during a climb or descent.	Pilot-Controller Glossary
APPROACH CLEARANCE		Authorization by ATC for a pilot to conduct an instrument approach. The type of instrument approach for which a clearance and other pertinent information is provided in the approach clearance when required.	Pilot-Controller Glossary
APPROACH CONTROL FACILITY		A terminal ATC facility that provides approach control service in a terminal area.	Pilot-Controller Glossary
APPROACH CONTROL SERVICE		Air traffic control service provided by an approach control facility for arriving and departing VFR/IFR aircraft and, on occasion, en route aircraft. At some airports not served by an approach control facility, the ARTCC provides limited approach control service.	Pilot-Controller Glossary
APPROACH CONTROL SERVICE [ICAO]		Air traffic control service for arriving or departing controlled flights.	Pilot-Controller Glossary
APPROACH GATE		An imaginary point used within ATC as a basis for vectoring aircraft to the final approach course. The gate will be established along the final approach course 1 mile from the final approach fix on the side away from the airport and will be no closer than 5 miles from the landing threshold.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
APPROACH LIGHT SYSTEM		(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
APPROACH SEQUENCE		The order in which aircraft are positioned while on approach or awaiting approach clearance.	Pilot-Controller Glossary
APPROACH SEQUENCE [ICAO]		The order in which two or more aircraft are cleared to approach to land at the aerodrome.	Pilot-Controller Glossary
APPROACH SPEED		The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.	Pilot-Controller Glossary
APPROPRIATE ATS AUTHORITY [ICAO]		The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned. In the United States, the "appropriate ATS authority" is the Program Director for Air Traffic Planning and Procedures, ATP-1.	Pilot-Controller Glossary
APPROPRIATE AUTHORITY		a.?Regarding flight over the high seas: the relevant authority is the State of Registry. b.?Regarding flight over other than the high seas: the relevant authority is the State having sovereignty over the territory being overflown.	Pilot-Controller Glossary
APPROPRIATE OBSTACLE CLEARANCE MINIMUM ALTITUDE		Any of the following: (See MINIMUM EN ROUTE IFR ALTITUDE.) (See MINIMUM IFR ALTITUDE.) (See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE.) (See MINIMUM VECTORING ALTITUDE.)	Pilot-Controller Glossary
APPROPRIATE TERRAIN CLEARANCE MINIMUM ALTITUDE		Any of the following: (See MINIMUM EN ROUTE IFR ALTITUDE.) (See MINIMUM IFR ALTITUDE.) (See MINIMUM OBSTRUCTION CLEARANCE ALTITUDE.) (See MINIMUM VECTORING ALTITUDE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
APRON		A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.	Pilot-Controller Glossary
APRON [ICAO]		A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, refueling, parking or maintenance.	Pilot-Controller Glossary
ARC		The track over the ground of an aircraft flying at a constant distance from a navigational aid by reference to distance measuring equipment (DME).	Pilot-Controller Glossary
AREA CONTROL CENTER [ICAO]		An air traffic control facility primarily responsible for ATC services being provided IFR aircraft during the en route phase of flight. The U.S. equivalent facility is an air route traffic control center (ARTCC).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Area Navigation	RNAV	Area Navigation (RNAV) provides enhanced navigational capability to the pilot. RNAV equipment can compute the airplane position, actual track and ground speed and then provide meaningful information relative to a route of flight selected by the pilot. Typical equipment will provide the pilot with distance, time, bearing and crosstrack error relative to the selected "TO" or "active" waypoint and the selected route. Several distinctly different navigational systems with different navigational performance characteristics are capable of providing area navigational functions. Present day RNAV includes INS, LORAN, VOR/DME, and GPS systems. Modern multi-sensor systems can integrate one or more of the above systems to provide a more accurate and reliable navigational system. Due to the different levels of performance, area navigational capabilities can satisfy different levels of required navigational performance (RNP). The major types of equipment are: a.VORTAC referenced or Course Line Computer (CLC) systems, which account for the greatest number of RNAV units in use. To function, the CLC must be within the service range of a VORTAC. b.OMEGA/VLF, although two separate systems, can be considered as one operationally. A long-range navigation system based upon Very Low Frequency radio signals transmitted from a total of 17 stations worldwide. c.Inertial (INS) systems, which are totally self-contained and require no information from external references. They provide aircraft position and navigation information in response to signals resulting from inertial effects on components within the system. d.MLS Area Navigation (MLS/RNAV), which provides area navigation with reference to an MLS ground facility. e.LORAN-C is a long-range radio navigation system that uses ground waves transmitted at low frequency to provide user position information at ranges of up to 600 to 1,200 nautical miles at both en route and approach altitudes. The usable signal coverage areas are determined by the signal-to-noise ratio, the envelope-to-cycle difference, and the geometric relationship between the positions	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		of the user and the transmitting stations. f.GPS is a space-base radio positioning, navigation, and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of properly equipped users. The system is unaffected by weather, and provides a worldwide common grid reference system.	
AREA NAVIGATION [ICAO]	RNAV [ICAO]	A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. Note:?Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.	Pilot-Controller Glossary
Workstation/Display		A materiel solution that provides visual readouts of current and projected conditions pertaining to weather, surveillance and navigation.	JPDO Enabler Classification Guide
Facilities		Permanent, semi-permanent, or temporary property such as a building, plant, or structure, built, established, or installed to perform one or more specific activities or functions.	JPDO Enabler Classification Guide
Air Navigation Facilities		A facility that assist pilots in navigating their aircraft from one place to another while staying within regulation guidelines. (Facilities>Air Navigation Facilities)	JPDO Enabler Classification Guide
Airport Facilities		A facility assisting in the successful arrival , departure, storage and maintenance of aircraft while staying within regulation guidelines. (Facilities>Airport Facilities)	JPDO Enabler Classification Guide
Airside		Areas at an airport that are accessibly to an aircraft and include runways, taxiways, and ramps. Facilities>Airport Facilities>Airside)	JPDO Enabler Classification Guide
Landside		Areas at an airport that are located from the terminal gate to the parking lots, and includes intermodal transportation. (Facilities>Airport Facilities>Landside)	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Airside Infrastructure		The basic physical structures and underlying base foundation needed to perform Air Traffic services, typically includes basic facilities/buildings, services, and installations, such as transportation and communications systems, water and power lines. (Facilities>Airport Facilities>Airside>Airside Infrastructure)	JPDO Enabler Classification Guide
Airside Design		The design of fixed assets, such as the land and buildings, located on the airside portion of an airport. (Facilities>Airport Facilities>Airside>Airside Design)	JPDO Enabler Classification Guide
Landside Infrastructure		The basic physical structures and underlying base foundation needed for the operation of an enterprise, typically includes basic facilities/buildings, services, and installations, such as transportation and communications systems, water and power lines. (Facilities>Airport Facilities>Landside>Landside Infrastructure)	JPDO Enabler Classification Guide
Terminal Design		The design of fixed assets, such as terminal optimization, located on the landside portion of an airport. (Facilities>Airport Facilities>Landside>Terminal Design)	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
AREA NAVIGATION APPROACH CONFIGURATION	RNAV APPROACH CONFIGURATION	a.?STANDARD T- An RNAV approach whose design allows direct flight to any one of three initial approach fixes (IAF) and eliminates the need for procedure turns. The standard design is to align the procedure on the extended centerline with the missed approach point (MAP) at the runway threshold, the final approach fix (FAF), and the initial approach/intermediate fix (IAF/IF). The other two IAFs will be established perpendicular to the IF. b.?MODIFIED T- An RNAV approach design for single or multiple runways where terrain or operational constraints do not allow for the standard T. The "T" may be modified by increasing or decreasing the angle from the corner IAF(s) to the IF or by eliminating one or both corner IAFs. c.?STANDARD I- An RNAV approach design for a single runway with both corner IAFs eliminated. Course reversal or radar vectoring may be required at busy terminals with multiple runways. d.?TERMINAL ARRIVAL AREA (TAA)- The TAA is controlled airspace established in conjunction with the Standard or Modified T and I RNAV approach configurations. In the standard TAA, there are three areas: straight-in, left base, and right base. The arc boundaries of the three areas of the TAA are published portions of the approach and allow aircraft to transition from the en route structure direct to the nearest IAF. TAAs will also eliminate or reduce feeder routes, departure extensions, and procedure turns or course reversal. 1.?STRAIGHT-IN AREA- A 30NM arc centered on the IF bounded by a straight line extending through the IF perpendicular to the intermediate course. 2.?LEFT BASE AREA- A 30NM arc centered on the right corner IAF. The area shares a boundary with the straight-in area except that it extends out for 30NM from the IAF and is bounded on the other side by a line extending from the IF through the FAF to the arc. 3.?RIGHT BASE AREA- A 30NM arc centered on the left corner IAF. The area shares a boundary with the straight-in area except that it extends out for 30NM from the IAF and is bounded on the other side by a line	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		extending from the IF through the FAF to the arc.	
ARMY AVIATION FLIGHT INFORMATION BULLETIN		A bulletin that provides air operation data covering Army, National Guard, and Army Reserve aviation activities.	Pilot-Controller Glossary
ARRESTING SYSTEM		A safety device consisting of two major components, namely, engaging or catching devices and energy absorption devices for the purpose of arresting both tailhook and/or nontailhook-equipped aircraft. It is used to prevent aircraft from overrunning runways when the aircraft cannot be stopped after landing or during aborted takeoff. Arresting systems have various names; e.g., arresting gear, hook device, wire barrier cable.	Pilot-Controller Glossary
ARRIVAL AIRCRAFT INTERVAL	AAI	An internally generated program in hundredths of minutes based upon the AAR. AAI is the desired optimum interval between successive arrival aircraft over the vertex.	Pilot-Controller Glossary
ARRIVAL CENTER		The ARTCC having jurisdiction for the impacted airport.	Pilot-Controller Glossary
ARRIVAL DELAY	ADLY	A parameter which specifies a period of time in which no aircraft will be metered for arrival at the specified airport.	Pilot-Controller Glossary
ARRIVAL SECTOR		An operational control sector containing one or more meter fixes.	Pilot-Controller Glossary
ARRIVAL SECTOR ADVISORY LIST		An ordered list of data on arrivals displayed at the PVD/MDM of the sector which controls the meter fix.	Pilot-Controller Glossary
ARRIVAL SEQUENCING PROGRAM	ASP	The automated program designed to assist in sequencing aircraft destined for the same airport.	Pilot-Controller Glossary
ARRIVAL TIME		The time an aircraft touches down on arrival.	Pilot-Controller Glossary
ASR APPROACH		(See SURVEILLANCE APPROACH.)	Pilot-Controller Glossary
ASSOCIATED		A radar target displaying a data block with flight identification and altitude information.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ATC ADVISES		Used to prefix a message of noncontrol information when it is relayed to an aircraft by other than an air traffic controller.	Pilot-Controller Glossary
ATC ASSIGNED AIRSPACE	ATCAA	Airspace of defined vertical/lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic.	Pilot-Controller Glossary
ATC CLEARS		Used to prefix an ATC clearance when it is relayed to an aircraft by other than an air traffic controller.	Pilot-Controller Glossary
ATC INSTRUCTIONS		Directives issued by air traffic control for the purpose of requiring a pilot to take specific actions; e.g., "Turn left heading two five zero," "Go around," "Clear the runway." (Refer to 14 CFR Part 91.)	Pilot-Controller Glossary
ATC PREFERRED ROUTE NOTIFICATION		URET notification to the appropriate controller of the need to determine if an ATC preferred route needs to be applied, based on destination airport.	Pilot-Controller Glossary
ATC PREFERRED ROUTES		Preferred routes that are not automatically applied by Host.	Pilot-Controller Glossary
ATC REQUESTS		Used to prefix an ATC request when it is relayed to an aircraft by other than an air traffic controller.	Pilot-Controller Glossary
ATC SECURITY SERVICES		Communications and security tracking provided by an ATC facility in support of the DHS, the DOD, or other Federal security elements in the interest of national security. Such security services are only applicable within designated areas. ATC security services do not include ATC basic radar services or flight following.	Pilot-Controller Glossary
ATC SECURITY SERVICES POSITION		The position responsible for providing ATC security services as defined. This position does not provide ATC, IFR separation, or VFR flight following services, but is responsible for providing security services in an area comprising airspace assigned to one or more ATC operating sectors. This position may be combined with control positions.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ATC SECURITY TRACKING		The continuous tracking of aircraft movement by an ATC facility in support of the DHS, the DOD, or other security elements for national security using radar (i.e., radar tracking) or other means (e.g., manual tracking) without providing basic radar services (including traffic advisories) or other ATC services not defined in this section.	Pilot-Controller Glossary
ATS Route [ICAO]		A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. Note: The term "ATS Route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure, etc.	Pilot-Controller Glossary
EN ROUTE DESCENT		Descent from the en route cruising altitude which takes place along the route of flight.	Pilot-Controller Glossary
EN ROUTE FLIGHT ADVISORY SERVICE		A service specifically designed to provide, upon pilot request, timely weather information pertinent to his/her type of flight, intended route of flight, and altitude. The FSSs providing this service are listed in the Airport/Facility Directory.	Pilot-Controller Glossary
EN ROUTE HIGH ALTITUDE CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
AIR ROUTE SURVEILLANCE RADAR	ARSR	Air route traffic control center (ARTCC) radar used primarily to detect and display an aircraft's position while en route between terminal areas. The ARSR enables controllers to provide radar air traffic control service when aircraft are within the ARSR coverage. In some instances, ARSR may enable an ARTCC to provide terminal radar services similar to but usually more limited than those provided by a radar approach control.	Pilot-Controller Glossary
AIR ROUTE TRAFFIC CONTROL CENTER	ARTCC	A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIR TAXI		Used to describe a helicopter/VTOL aircraft movement conducted above the surface but normally not above 100 feet AGL. The aircraft may proceed either via hover taxi or flight at speeds more than 20 knots. The pilot is solely responsible for selecting a safe airspeed/altitude for the operation being conducted.	Pilot-Controller Glossary
Air Traffic		Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.	Pilot-Controller Glossary
AIR TRAFFIC [ICAO]		All aircraft in flight or operating on the maneuvering area of an aerodrome.	Pilot-Controller Glossary
Air Traffic Clearance	ATC Clearance	An authorization by air traffic control for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace. The pilot-in-command of an aircraft may not deviate from the provisions of a visual flight rules (VFR) or instrument flight rules (IFR) air traffic clearance except in an emergency or unless an amended clearance has been obtained. Additionally, the pilot may request a different clearance from that which has been issued by air traffic control (ATC) if information available to the pilot makes another course of action more practicable or if aircraft equipment limitations or company procedures forbid compliance with the clearance issued. Pilots may also request clarification or amendment, as appropriate, any time a clearance is not fully understood, or considered unacceptable because of safety of flight. Controllers should, in such instances and to the extent of operational practicality and safety, honor the pilot's request. 14Â CFR PartÂ 91.3(a) states: "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft." THE PILOT IS RESPONSIBLE TO REQUEST AN AMENDED CLEARANCE if ATC issues a clearance that would cause a pilot to deviate from a rule or regulation, or in the pilot's opinion, would place the aircraft in jeopardy.	Pilot-Controller Glossary
Air Traffic Control	ATC	A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIR TRAFFIC CONTROL CLEARANCE [ICAO]		Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. Note 1:?For convenience, the term air traffic control clearance is frequently abbreviated to clearance when used in appropriate contexts. Note 2:?The abbreviated term clearance may be prefixed by the words taxi, takeoff, departure, en route, approach or landing to indicate the particular portion of flight to which the air traffic control clearance relates.	Pilot-Controller Glossary
AIR TRAFFIC CONTROL RADAR BEACON SYSTEM	ATCRBS	(See RADAR.)	Pilot-Controller Glossary
AIR TRAFFIC CONTROL SERVICE		(See AIR TRAFFIC CONTROL.)	Pilot-Controller Glossary
AIR TRAFFIC CONTROL SERVICE [ICAO]		A service provided for the purpose of: a.?Preventing collisions: 1.?Between aircraft; and 2.?On the maneuvering area between aircraft and obstructions. b.?Expediting and maintaining an orderly flow of air traffic.	Pilot-Controller Glossary
Air Traffic Control Specialist		A person authorized to provide air traffic control service.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Air Traffic Control System Command Center	ATCSCC	An Air Traffic Tactical Operations facility responsible for monitoring and managing the flow of air traffic throughout the NAS, producing a safe, orderly, and expeditious flow of traffic while minimizing delays. The following functions are located at the ATCSCC: a. Central Altitude Reservation Function (CARF). Responsible for coordinating, planning, and approving special user requirements under the Altitude Reservation (ALTRV) concept. (See ALTITUDE RESERVATION.) b. Airport Reservation Office (ARO). Responsible for approving IFR flights at designated high density traffic airports (John F. Kennedy, LaGuardia, and Ronald Reagan Washington National) during specified hours. (Refer to 14 CFR Part 93.) (Refer to AIRPORT/FACILITY DIRECTORY.) c. U.S. Notice to Airmen (NOTAM) Office. Responsible for collecting, maintaining, and distributing NOTAMs for the U.S. civilian and military, as well as international aviation communities. (See NOTICE TO AIRMEN.) d. Weather Unit. Monitor all aspects of weather for the U.S. that might affect aviation including cloud cover, visibility, winds, precipitation, thunderstorms, icing, turbulence, and more. Provide forecasts based on observations and on discussions with meteorologists from various National Weather Service offices, FAA facilities, airlines, and private weather services.	Pilot-Controller Glossary
Air Traffic Service	ATS	A generic term meaning: (a) Flight Information Service; (b) Alerting Service; (c) Air Traffic Advisory Service; (d) Air Traffic Control Service: Area Control Service, Approach Control Service, or Airport Control Service.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIR TRAFFIC SERVICE ROUTES	ATS ROUTES	The term "ATS Route" is a generic term that includes "VOR Federal airways," "colored Federal airways," "jet routes," and "RNAV routes." The term "ATS route" does not replace these more familiar route names, but serves only as an overall title when listing the types of routes that comprise the United States route structure.	Pilot-Controller Glossary
AIRBORNE DELAY		Amount of delay to be encountered in airborne holding.	Pilot-Controller Glossary
Aircraft		Device(s) that are used or intended to be used for flight in the air, and when used in air traffic control terminology, may include the flight crew.	Pilot-Controller Glossary
AIRCRAFT [ICAO]		Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	Pilot-Controller Glossary
AIRCRAFT APPROACH CATEGORY		A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at maximum gross landing weight. An aircraft must fit in only one category. If it is necessary to maneuver at speeds in excess of the upper limit of a speed range for a category, the minimums for the category for that speed must be used. For example, an aircraft which falls in Category A, but is circling to land at a speed in excess of 91 knots, must use the approach Category?B minimums when circling to land. The categories are as follows: a.?Category A- Speed less than 91 knots. b.?Category B- Speed 91 knots or more but less than 121 knots. c.?Category C- Speed 121 knots or more but less than 141 knots. d.?Category D- Speed 141 knots or more but less than 166 knots. e.?Category E- Speed 166 knots or more. (Refer to 14 CFR Part 97.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIRCRAFT CLASSES		For the purposes of Wake Turbulence Separation Minima, ATC classifies aircraft as Heavy, Large, and Small as follows: a.?Heavy- Aircraft capable of takeoff weights of more than 255,000 pounds whether or not they are operating at this weight during a particular phase of flight. b.?Large- Aircraft of more than 41,000 pounds, maximum certificated takeoff weight, up to 255,000 pounds. c.?Small- Aircraft of 41,000 pounds or less maximum certificated takeoff weight.	Pilot-Controller Glossary
AIRCRAFT CONFLICT		Predicted conflict, within URET, of two aircraft, or between aircraft and airspace. A Red alert is used for conflicts when the predicted minimum separation is 5 nautical miles or less. A Yellow alert is used when the predicted minimum separation is between 5 and approximately 12 nautical miles. A Blue alert is used for conflicts between an aircraft and predefined airspace.	Pilot-Controller Glossary
AIRCRAFT LIST	ACL	A view available with URET that lists aircraft currently in or predicted to be in a particular sector's airspace. The view contains textual flight data information in line format and may be sorted into various orders based on the specific needs of the sector team.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIRCRAFT SURGE LAUNCH AND RECOVERY	ASLAR	Procedures used at USAF bases to provide increased launch and recovery rates in instrument flight rules conditions. ASLAR is based on: a.?Reduced separation between aircraft which is based on time or distance. Standard arrival separation applies between participants including multiple flights until the DRAG point. The DRAG point is a published location on an ASLAR approach where aircraft landing second in a formation slows to a predetermined airspeed. The DRAG point is the reference point at which MARSA applies as expanding elements effect separation within a flight or between subsequent participating flights. b.?ASLAR procedures shall be covered in a Letter of Agreement between the responsible USAF military ATC facility and the concerned Federal Aviation Administration facility. Initial Approach Fix spacing requirements are normally addressed as a minimum.	Pilot-Controller Glossary
AIRMEN'S METEOROLOGICAL INFORMATION	AIRMET	In-flight weather advisories issued only to amend the area forecast concerning weather phenomena which are of operational interest to all aircraft and potentially hazardous to aircraft having limited capability because of lack of equipment, instrumentation, or pilot qualifications. AIRMETs concern weather of less severity than that covered by SIGMETs or Convective SIGMETs. AIRMETs cover moderate icing, moderate turbulence, sustained winds of 30 knots or more at the surface, widespread areas of ceilings less than 1,000 feet and/or visibility less than 3 miles, and extensive mountain obscurement.	Pilot-Controller Glossary
Airport		An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any.	Pilot-Controller Glossary
AIRPORT ADVISORY AREA		The area within ten miles of an airport without a control tower or where the tower is not in operation, and on which a Flight Service Station is located.	Pilot-Controller Glossary
AIRPORT ARRIVAL RATE	AAR	A dynamic input parameter specifying the number of arriving aircraft which an airport or airspace can accept from the ARTCC per hour. The AAR is used to calculate the desired interval between successive arrival aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIRPORT DEPARTURE RATE	ADR	A dynamic parameter specifying the number of aircraft which can depart an airport and the airspace can accept per hour.	Pilot-Controller Glossary
AIRPORT ELEVATION		The highest point of an airport's usable runways measured in feet from mean sea level.	Pilot-Controller Glossary
AIRPORT MARKING AIDS		Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as: a.?Visual. b.?Nonprecision instrument. c.?Precision instrument.	Pilot-Controller Glossary
AIRPORT REFERENCE POINT	ARP	The approximate geometric center of all usable runway surfaces.	Pilot-Controller Glossary
AIRPORT RESERVATION OFFICE	ARO	Office responsible for monitoring the operation of the high density rule. Receives and processes requests for IFR-operations at high density traffic airports.	Pilot-Controller Glossary
AIRPORT ROTATING BEACON		A visual NAVAID operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport. At military airports, the beacons flash alternately white and green, but are differentiated from civil beacons by dualpeaked (two quick) white flashes between the green flashes.	Pilot-Controller Glossary
AIRPORT STREAM FILTER	ASF	An on/off filter that allows the conflict notification function to be inhibited for arrival streams into single or multiple airports to prevent nuisance alerts.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIRPORT SURFACE DETECTION EQUIPMENT	ASDE	Surveillance equipment specifically designed to detect aircraft, vehicular traffic, and other objects, on the surface of an airport, and to present the image on a tower display. Used to augment visual observation by tower personnel of aircraft and/or vehicular movements on runways and taxiways. There are three ASDE systems deployed in the NAS: a.?ASDE-3- a Surface Movement Radar. b.?ASDE-X- a system that uses a X-band Surface Movement Radar and multilateration. Data from these two sources are fused and presented on a digital display. c.?ASDE-3X- an ASDE-X system that uses the ASDE-3 Surface Movement Radar.	Pilot-Controller Glossary
AIRPORT SURVEILLANCE RADAR	ASR	Approach control radar used to detect and display an aircraft's position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles.	Pilot-Controller Glossary
AIRPORT TAXI CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
AIRPORT TRAFFIC CONTROL SERVICE		A service provided by a control tower for aircraft operating on the movement area and in the vicinity of an airport.	Pilot-Controller Glossary
AIRPORT TRAFFIC CONTROL TOWER	ATCT	(See TOWER.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AERONAUTICAL CHART		A map used in air navigation containing all or part of the following: topographic features, hazards and obstructions, navigation aids, navigation routes, designated airspace, and airports. Commonly used aeronautical charts are: a.?Sectional Aeronautical Charts (1:500,000)- Designed for visual navigation of slow or medium speed aircraft. Topographic information on these charts features the portrayal of relief and a judicious selection of visual check points for VFR flight. Aeronautical information includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructions, and related data. b.?VFR Terminal Area Charts (1:250,000)- Depict Class B airspace which provides for the control or segregation of all the aircraft within Class B airspace. The chart depicts topographic information and aeronautical information which includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructions, and related data. c.?World Aeronautical Charts (WAC) (1:1,000,000)- Provide a standard series of aeronautical charts covering land areas of the world at a size and scale convenient for navigation by moderate speed aircraft. Topographic information includes cities and towns, principal roads, railroads, distinctive landmarks, drainage, and relief. Aeronautical information includes visual and radio aids to navigation, airports, airways, restricted areas, obstructions, and other pertinent data. d.?En Route Low Altitude Charts- Provide aeronautical information for en route instrument navigation (IFR) in the low altitude stratum. Information includes the portrayal of airways, limits of controlled airspace, position identification and frequencies of radio aids, selected airports, minimum en route and minimum obstruction clearance altitudes, airway distances, reporting points, restricted areas, and related data. Area charts, which are a part of this series, furnish terminal data at a larger scale in congested areas. e.?En Route High Altitude Charts- Provide aeronautical information for en route instrument navigation (IFR) in the high altitude stratum. Information includes the	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		portrayal of jet routes, identification and frequencies of radio aids, selected airports, distances, time zones, special use airspace, and related information. f.?Instrument Approach Procedures (IAP) Charts- Portray the aeronautical data which is required to execute an instrument approach to an airport. These charts depict the procedures, including all related data, and the airport diagram. Each procedure is designated for use with a specific type of electronic navigation system including NDB, TACAN, VOR, ILS/MLS, and RNAV. These charts are identified by the type of navigational aid(s) which provide final approach guidance. g.?Instrument Departure Procedure (DP) Charts- Designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. Each DP is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location. h.?Standard Terminal Arrival (STAR) Charts- Designed to expedite air traffic control arrival procedures and to facilitate transition between en route and instrument approach operations. Each STAR procedure is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location. i.?Airport Taxi Charts- Designed to expedite the efficient and safe flow of ground traffic at an airport. These charts are identified by the official airport name; e.g., Ronald Reagan Washington National Airport.	
AERONAUTICAL CHART [ICAO]		A representation of a portion of the earth, its culture and relief, specifically designated to meet the requirements of air navigation.	Pilot-Controller Glossary
Aeronautical Information Manual	AIM	A primary FAA publication whose purpose is to instruct airmen about operating in the National Airspace System of the U.S. It provides basic flight information, ATC Procedures and general instructional information concerning health, medical facts, factors affecting flight safety, accident and hazard reporting, and types of aeronautical charts and their use.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AERONAUTICAL INFORMATION PUBLICATION [ICAO]	AIP	A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.	Pilot-Controller Glossary
Aeronautical Radio, Incorporated	ARINC	An acronym for Aeronautical Radio, Inc., a corporation largely owned by a group of airlines. ARINC is licensed by the FCC as an aeronautical station and contracted by the FAA to provide communications support for air traffic control and meteorological services in portions of international airspace.	Pilot-Controller Glossary
AFFIRMATIVE		Yes	Pilot-Controller Glossary
AIR CARRIER DISTRICT OFFICE	ACDO	An FAA field office serving an assigned geographical area, staffed with Flight Standards personnel serving the aviation industry and the general public on matters related to the certification and operation of scheduled air carriers and other large aircraft operations.	Pilot-Controller Glossary
AIR DEFENSE EMERGENCY		A military emergency condition declared by a designated authority. This condition exists when an attack upon the continental U.S., Alaska, Canada, or U.S. installations in Greenland by hostile aircraft or missiles is considered probable, is imminent, or is taking place.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AIR DEFENSE IDENTIFICATION ZONE	ADIZ	The area of airspace over land or water, extending upward from the surface, within which the ready identification, the location, and the control of aircraft are required in the interest of national security. a.?Domestic Air Defense Identification Zone. An ADIZ within the United States along an international boundary of the United States. b.?Coastal Air Defense Identification Zone. An ADIZ over the coastal waters of the United States. c.?Distant Early Warning Identification Zone (DEWIZ). An ADIZ over the coastal waters of the State of Alaska. d.?Land-Based Air Defense Identification Zone. An ADIZ over U.S. metropolitan areas, which is activated and deactivated as needed, with dimensions, activation dates and other relevant information disseminated via NOTAM. Note:?ADIZ locations and operating and flight plan requirements for civil aircraft operations are specified in 14 CFR Part 99.	Pilot-Controller Glossary
AIR NAVIGATION FACILITY		Any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio-directional finding, or for radio or other electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.	Pilot-Controller Glossary
AUTOLAND APPROACH		An autoland approach is a precision instrument approach to touchdown and, in some cases, through the landing rollout. An autoland approach is performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment. Note:?Autoland and coupled approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AUTOMATED INFORMATION TRANSFER	AIT	A precoordinated process, specifically defined in facility directives, during which a transfer of altitude control and/or radar identification is accomplished without verbal coordination between controllers using information communicated in a full data block.	Pilot-Controller Glossary
AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE SYSTEM	AMVER	A facility which can deliver, in a matter of minutes, a surface picture (SURPIC) of vessels in the area of a potential or actual search and rescue incident, including their predicted positions and their characteristics. (See FAAO JO 7110.65, Para 10-6-4, INFLIGHT CONTINGENCIES.)	Pilot-Controller Glossary
AUTOMATED PROBLEM DETECTION	APD	An Automation Processing capability that compares trajectories in order to predict conflicts.	Pilot-Controller Glossary
AUTOMATED PROBLEM DETECTION BOUNDARY	APB	The adapted distance beyond a facilities boundary defining the airspace within which URET performs conflict detection.	Pilot-Controller Glossary
AUTOMATED PROBLEM DETECTION INHIBITED AREA	APDIA	Airspace surrounding a terminal area within which APD is inhibited for all flights within that airspace.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AUTOMATED RADAR TERMINAL SYSTEMS	ARTS	A generic term for several tracking systems included in the Terminal Automation Systems (TAS). ARTS plus a suffix roman numeral denotes a major modification to that system. a.?ARTS IIIA. The Radar Tracking and Beacon Tracking Level (RT&BTL) of the modular, programmable automated radar terminal system. ARTS IIIA detects, tracks, and predicts primary as well as secondary radar-derived aircraft targets. This more sophisticated computer-driven system upgrades the existing ARTS III system by providing improved tracking, continuous data recording, and fail-soft capabilities. b.?Common ARTS. Includes ARTS IIE, ARTS IIIE; and ARTS IIIE with ACD (see DTAS) which combines functionalities of the previous ARTS systems. c.?Programmable Indicator Data Processor (PIDP). The PIDP is a modification to the AN/TPX-42 interrogator system currently installed in fixed RAPCONs. The PIDP detects, tracks, and predicts secondary radar aircraft targets. These are displayed by means of computer-generated symbols and alphanumeric characters depicting flight identification, aircraft altitude, ground speed, and flight plan data. Although primary radar targets are not tracked, they are displayed coincident with the secondary radar targets as well as with the other symbols and alphanumerics. The system has the capability of interfacing with ARTCCs.	Pilot-Controller Glossary
AUTOMATED UNICOM		Provides completely automated weather, radio check capability and airport advisory information on an Automated UNICOM system. These systems offer a variety of features, typically selectable by microphone clicks, on the UNICOM frequency. Availability will be published in the Airport/Facility Directory and approach charts.	Pilot-Controller Glossary
AUTOMATED WEATHER SYSTEM		Any of the automated weather sensor platforms that collect weather data at airports and disseminate the weather information via radio and/or landline. The systems currently consist of the Automated Surface Observing System (ASOS), Automated Weather Sensor System (AWSS) and Automated Weather Observation System (AWOS).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
AUTOMATIC ALTITUDE REPORT		(See ALTITUDE READOUT.)	Pilot-Controller Glossary
AUTOMATIC ALTITUDE REPORTING		That function of a transponder which responds to Mode C interrogations by transmitting the aircraft's altitude in 100-foot increments.	Pilot-Controller Glossary
AUTOMATIC CARRIER LANDING SYSTEM	ACLS	U.S. Navy final approach equipment consisting of precision tracking radar coupled to a computer data link to provide continuous information to the aircraft, monitoring capability to the pilot, and a backup approach system.	Pilot-Controller Glossary
AUTOMATIC DEPENDENT SURVEILLANCE [ICAO]	ADS	A surveillance system in which an aircraft or vehicle to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft or vehicle periodically broadcasts its GPS-derived position and other information such as velocity over the data link, which is received by a ground-based transmitter/receiver (transceiver) for processing and display at an air traffic control facility.	Pilot-Controller Glossary
AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST	ADS-B	A surveillance system in which an aircraft or vehicle to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft or vehicle periodically broadcasts its GPS-derived position and other information such as velocity over the data link, which is received by a ground-based transmitter/receiver (transceiver) for processing and display at an air traffic control facility.	Pilot-Controller Glossary
Automatic Dependent Surveillance - Contract	ADS-C	A data link position reporting system, controlled by a ground station, that establishes contracts with an aircraft's avionics that occur automatically whenever specific events occur, or specific time intervals are reached.	Pilot-Controller Glossary
AUTOMATIC DIRECTION FINDER	ADF	An aircraft radio navigation system which senses and indicates the direction to a L/MF nondirectional radio beacon (NDB) ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft depending on the type of indicator installed in the aircraft. In certain applications, such as military, ADF operations may be based on airborne and ground transmitters in the VHF/UHF frequency spectrum.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Automatic Flight Information Service	AFIS	ALASKA FSSs ONLY - The continuous broadcast of recorded non-control information at airports in Alaska where a FSS provides local airport advisory service. The AFIS broadcast automates the repetitive transmission of essential but routine information such as weather, wind, altimeter, favored runway, breaking action, airport NOTAMs, and other applicable information. The information is continuously broadcast over a discrete VHF radio frequency (usually the ASOS frequency.)	Pilot-Controller Glossary
HEIGHT ABOVE TOUCHDOWN	HAT	The height of the Decision Height or Minimum Descent Altitude above the highest runway elevation in the touchdown zone (first 3,000 feet of the runway). HAT is published on instrument approach charts in conjunction with all straight-in minimums.	Pilot-Controller Glossary
HELICOPTER		Rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.	Pilot-Controller Glossary
HELICOPTER [ICAO]		A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.	Pilot-Controller Glossary
HELIPAD		A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters.	Pilot-Controller Glossary
HELIPORT		An area of land, water, or structure used or intended to be used for the landing and takeoff of helicopters and includes its buildings and facilities if any.	Pilot-Controller Glossary
HELIPORT REFERENCE POINT	HRP	The geographic center of a heliport.	Pilot-Controller Glossary
HERTZ	HZ	The standard radio equivalent of frequency in cycles per second of an electromagnetic wave. Kilohertz (kHz) is a frequency of one thousand cycles per second. Megahertz (MHz) is a frequency of one million cycles per second.	Pilot-Controller Glossary
HIGH ALTITUDE REDESIGN	HAR	A level of non-restrictive routing (NRR) service for aircraft that have all waypoints associated with the HAR program in their flight management systems or RNAV equipage.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
HIGH FREQUENCY	HF	The frequency band between 3 and 30 MHz.	Pilot-Controller Glossary
HIGH FREQUENCY COMMUNICATIONS	HF COMMUNICATIONS	High radio frequencies (HF) between 3 and 30 MHz used for air-to-ground voice communication in overseas operations.	Pilot-Controller Glossary
HIGH SPEED EXIT		(See HIGH SPEED TAXIWAY.)	Pilot-Controller Glossary
HIGH SPEED TAXIWAY		A long radius taxiway designed and provided with lighting or marking to define the path of aircraft, traveling at high speed (up to 60 knots), from the runway center to a point on the center of a taxiway. Also referred to as long radius exit or turn-off taxiway. The high speed taxiway is designed to expedite aircraft turning off the runway after landing, thus reducing runway occupancy time.	Pilot-Controller Glossary
HIGH SPEED TURNOFF		(See HIGH SPEED TAXIWAY.)	Pilot-Controller Glossary
HIWAS BROADCAST AREA		A geographical area of responsibility including one or more HIWAS outlet areas assigned to an AFSS/FSS for hazardous weather advisory broadcasting.	Pilot-Controller Glossary
HIWAS OUTLET AREA		An area defined as a 150 NM radius of a HIWAS outlet, expanded as necessary to provide coverage.	Pilot-Controller Glossary
HOLD FOR RELEASE		Used by ATC to delay an aircraft for traffic management reasons; i.e., weather, traffic volume, etc. Hold for release instructions (including departure delay information) are used to inform a pilot or a controller (either directly or through an authorized relay) that an IFR departure clearance is not valid until a release time or additional instructions have been received.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
HOLD IN LIEU OF PROCEDURE TURN		A hold in lieu of procedure turn shall be established over a final or intermediate fix when an approach can be made from a properly aligned holding pattern. The hold in lieu of procedure turn permits the pilot to align with the final or intermediate segment of the approach and/or descend in the holding pattern to an altitude that will permit a normal descent to the final approach fix altitude. The hold in lieu of procedure turn is a required maneuver (the same as a procedure turn) unless the aircraft is being radar vectored to the final approach course, when "NoPT" is shown on the approach chart, or when the pilot requests or the controller advises the pilot to make a "straight-in" approach.	Pilot-Controller Glossary
HOLD PROCEDURE		A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control. Also used during ground operations to keep aircraft within a specified area or at a specified point while awaiting further clearance from air traffic control.	Pilot-Controller Glossary
HOLDING FIX		A specified fix identifiable to a pilot by NAVAIDs or visual reference to the ground used as a reference point in establishing and maintaining the position of an aircraft while holding.	Pilot-Controller Glossary
HOLDING POINT [ICAO]		A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances.	Pilot-Controller Glossary
HOLDING PROCEDURE		(See HOLD PROCEDURE.)	Pilot-Controller Glossary
HOLD-SHORT POINT		A point on the runway beyond which a landing aircraft with a LAHSO clearance is not authorized to proceed. This point may be located prior to an intersecting runway, taxiway, predetermined point, or approach/departure flight path.	Pilot-Controller Glossary
HOLD-SHORT POSITION LIGHTS		Flashing in-pavement white lights located at specified hold-short points.	Pilot-Controller Glossary
HOLD-SHORT POSITION MARKING		The painted runway marking located at the hold-short point on all LAHSO runways.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
HOLD-SHORT POSITION SIGNS		Red and white holding position signs located alongside the hold-short point.	Pilot-Controller Glossary
HOMING		Flight toward a NAVAID, without correcting for wind, by adjusting the aircraft heading to maintain a relative bearing of zero degrees.	Pilot-Controller Glossary
HOMING [ICAO]		The procedure of using the direction-finding equipment of one radio station with the emission of another radio station, where at least one of the stations is mobile, and whereby the mobile station proceeds continuously towards the other station.	Pilot-Controller Glossary
CT MESSAGE		An EDCT time generated by the ATCSCC to regulate traffic at arrival airports. Normally, a CT message is automatically transferred from the Traffic Management System computer to the NAS en route computer and appears as an EDCT. In the event of a communication failure between the TMS and the NAS, the CT message can be manually entered by the TMC at the en route facility.	Pilot-Controller Glossary
CURRENT FLIGHT PLAN [ICAO]	CPL [ICAO]	The flight plan, including changes, if any, brought about by subsequent clearances.	Pilot-Controller Glossary
CURRENT PLAN		The ATC clearance the aircraft has received and is expected to fly.	Pilot-Controller Glossary
DANGER AREA [ICAO]		An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. Note:?The term "Danger Area" is not used in reference to areas within the United States or any of its possessions or territories.	Pilot-Controller Glossary
DATA BLOCK		(See ALPHANUMERIC DISPLAY.)	Pilot-Controller Glossary
DEAD RECKONING		Dead reckoning, as applied to flying, is the navigation of an airplane solely by means of computations based on airspeed, course, heading, wind direction, and speed, groundspeed, and elapsed time.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DECISION ALTITUDE [ICAO]	DA [ICAO]	A specified altitude or height (A/H) in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note 1:?Decision altitude [DA] is referenced to mean sea level [MSL] and decision height [DH] is referenced to the threshold elevation. Note 2:?The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path.	Pilot-Controller Glossary
DECISION HEIGHT	DH	With respect to the operation of aircraft, means the height at which a decision must be made during an ILS, MLS, or PAR instrument approach to either continue the approach or to execute a missed approach.	Pilot-Controller Glossary
DECISION HEIGHT [ICAO]	DH [ICAO]	A specified altitude or height (A/H) in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note 1:?Decision altitude [DA] is referenced to mean sea level [MSL] and decision height [DH] is referenced to the threshold elevation. Note 2:?The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path.	Pilot-Controller Glossary
DECODER		The device used to decipher signals received from ATCRBS transponders to effect their display as select codes.	Pilot-Controller Glossary
DEFENSE VISUAL FLIGHT RULES	DVFR	Rules applicable to flights within an ADIZ conducted under the visual flight rules in 14 CFR Part 91.	Pilot-Controller Glossary
DELAY ASSIGNMENT	DAS	Delays are distributed to aircraft based on the traffic management program parameters. The delay assignment is calculated in 15-minute increments and appears as a table in Traffic Flow Management System (TFMS).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DELAY INDEFINITE (REASON IF KNOWN) EXPECT FURTHER CLEARANCE (TIME)		Used by ATC to inform a pilot when an accurate estimate of the delay time and the reason for the delay cannot immediately be determined; e.g., a disabled aircraft on the runway, terminal or center area saturation, weather below landing minimums, etc.	Pilot-Controller Glossary
DELAY TIME	DT	The amount of time that the arrival must lose to cross the meter fix at the assigned meter fix time. This is the difference between ACLT and VTA.	Pilot-Controller Glossary
DEPARTURE CENTER		The ARTCC having jurisdiction for the airspace that generates a flight to the impacted airport.	Pilot-Controller Glossary
DEPARTURE CONTROL		A function of an approach control facility providing air traffic control service for departing IFR and, under certain conditions, VFR aircraft.	Pilot-Controller Glossary
DEPARTURE SEQUENCING PROGRAM	DSP	A program designed to assist in achieving a specified interval over a common point for departures.	Pilot-Controller Glossary
DEPARTURE TIME		The time an aircraft becomes airborne.	Pilot-Controller Glossary
DESCENT SPEED ADJUSTMENTS		Speed deceleration calculations made to determine an accurate VTA. These calculations start at the transition point and use arrival speed segments to the vertex.	Pilot-Controller Glossary
DESIRED COURSE		a.?True- A predetermined desired course direction to be followed (measured in degrees from true north). b.?Magnetic- A predetermined desired course direction to be followed (measured in degrees from local magnetic north).	Pilot-Controller Glossary
DESIRED TRACK		The planned or intended track between two waypoints. It is measured in degrees from either magnetic or true north. The instantaneous angle may change from point to point along the great circle track between waypoints.	Pilot-Controller Glossary
DEVIATIONS		a.?A departure from a current clearance, such as an off course maneuver to avoid weather or turbulence. b.?Where specifically authorized in the CFRs and requested by the pilot, ATC may permit pilots to deviate from certain regulations.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DF APPROACH PROCEDURE		Used under emergency conditions where another instrument approach procedure cannot be executed. DF guidance for an instrument approach is given by ATC facilities with DF capability.	Pilot-Controller Glossary
DF FIX		The geographical location of an aircraft obtained by one or more direction finders.	Pilot-Controller Glossary
DF GUIDANCE		Headings provided to aircraft by facilities equipped with direction finding equipment. These headings, if followed, will lead the aircraft to a predetermined point such as the DF station or an airport. DF guidance is given to aircraft in distress or to other aircraft which request the service. Practice DF guidance is provided when workload permits.	Pilot-Controller Glossary
DF STEER		(See DF GUIDANCE.)	Pilot-Controller Glossary
DIGITAL TARGET		A computer-generated symbol representing an aircraft's position, based on a primary return or radar beacon reply, shown on a digital display.	Pilot-Controller Glossary
DIGITAL TERMINAL AUTOMATION SYSTEM	DTAS	A system where digital radar and beacon data is presented on digital displays and the operational program monitors the system performance on a real-time basis.	Pilot-Controller Glossary
DIGITAL-AUTOMATIC TERMINAL INFORMATION SERVICE	D-ATIS	The service provides text messages to aircraft, airlines, and other users outside the standard reception range of conventional ATIS via landline and data link communications to the cockpit. Also, the service provides a computer-synthesized voice message that can be transmitted to all aircraft within range of existing transmitters. The Terminal Data Link System (TDLS) D-ATIS application uses weather inputs from local automated weather sources or manually entered meteorological data together with preprogrammed menus to provide standard information to users. Airports with D-ATIS capability are listed in the Airport/Facility Directory.	Pilot-Controller Glossary
DIGITIZED TARGET		A computer-generated indication shown on an analog radar display resulting from a primary radar return or a radar beacon reply.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Direct		Straight line flight between two navigational aids, fixes, points, or any combination thereof. When used by pilots in describing off-airway routes, points defining direct route segments become compulsory reporting points unless the aircraft is under radar contact.	Pilot-Controller Glossary
DIRECT ALTITUDE AND IDENTITY READOUT	DAIR	The DAIR System is a modification to the AN/TPX-42 Interrogator System. The Navy has two adaptations of the DAIR System-Carrier Air Traffic Control Direct Altitude and Identification Readout System for Aircraft Carriers and Radar Air Traffic Control Facility Direct Altitude and Identity Readout System for land-based terminal operations. The DAIR detects, tracks, and predicts secondary radar aircraft targets. Targets are displayed by means of computer-generated symbols and alphanumeric characters depicting flight identification, altitude, ground speed, and flight plan data. The DAIR System is capable of interfacing with ARTCCs.	Pilot-Controller Glossary
DIRECTION FINDER	DF	A radio receiver equipped with a directional sensing antenna used to take bearings on a radio transmitter. Specialized radio direction finders are used in aircraft as air navigation aids. Others are ground-based, primarily to obtain a "fix" on a pilot requesting orientation assistance or to locate downed aircraft. A location "fix" is established by the intersection of two or more bearing lines plotted on a navigational chart using either two separately located Direction Finders to obtain a fix on an aircraft or by a pilot plotting the bearing indications of his/her DF on two separately located ground-based transmitters, both of which can be identified on his/her chart. UDFs receive signals in the ultra high frequency radio broadcast band; VDFs in the very high frequency band; and UVDFs in both bands. ATC provides DF service at those air traffic control towers and flight service stations listed in the Airport/Facility Directory and the DOD FLIP IFR En Route Supplement.	Pilot-Controller Glossary
DIRECTLY BEHIND		An aircraft is considered to be operating directly behind when it is following the actual flight path of the lead aircraft over the surface of the earth except when applying wake turbulence separation criteria.	Pilot-Controller Glossary
DISCRETE BEACON CODE		(See DISCRETE CODE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DISCRETE CODE		As used in the Air Traffic Control Radar Beacon System (ATCRBS), any one of the 4096 selectable Mode 3/A aircraft transponder codes except those ending in zero zero; e.g., discrete codes: 0010, 1201, 2317, 7777; nondiscrete codes: 0100, 1200, 7700. Nondiscrete codes are normally reserved for radar facilities that are not equipped with discrete decoding capability and for other purposes such as emergencies (7700), VFR aircraft (1200), etc.	Pilot-Controller Glossary
DISCRETE FREQUENCY		A separate radio frequency for use in direct pilot-controller communications in air traffic control which reduces frequency congestion by controlling the number of aircraft operating on a particular frequency at one time. Discrete frequencies are normally designated for each control sector in en route/terminal ATC facilities. Discrete frequencies are listed in the Airport/Facility Directory and the DOD FLIP IFR En Route Supplement.	Pilot-Controller Glossary
DISPLACED THRESHOLD		A threshold that is located at a point on the runway other than the designated beginning of the runway.	Pilot-Controller Glossary
Distance Measuring Equipment	DME	Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.	Pilot-Controller Glossary
DISTRESS		A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.	Pilot-Controller Glossary
DISTRESS PHASE [ICAO]	DETRESFA	The code word used to designate an emergency phase wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.	Pilot-Controller Glossary
DIVE BRAKES		(See SPEED BRAKES.)	Pilot-Controller Glossary
DIVERSE VECTOR AREA	DVA	In a radar environment, that area in which a prescribed departure route is not required as the only suitable route to avoid obstacles. The area in which random radar vectors below the MVA/MIA, established in accordance with the TERPS criteria for diverse departures, obstacles and terrain avoidance, may be issued to departing aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DIVERSION	DVRSN	Flights that are required to land at other than their original destination for reasons beyond the control of the pilot/company, e.g. periods of significant weather.	Pilot-Controller Glossary
DME FIX		A geographical position determined by reference to a navigational aid which provides distance and azimuth information. It is defined by a specific distance in nautical miles and a radial, azimuth, or course (i.e., localizer) in degrees magnetic from that aid.	Pilot-Controller Glossary
DME SEPARATION		Spacing of aircraft in terms of distances (nautical miles) determined by reference to distance measuring equipment (DME).	Pilot-Controller Glossary
DOD FLIP		Department of Defense Flight Information Publications used for flight planning, en route, and terminal operations. FLIP is produced by the National Imagery and Mapping Agency (NIMA) for world-wide use. United States Government Flight Information Publications (en route charts and instrument approach procedure charts) are incorporated in DOD FLIP for use in the National Airspace System (NAS).	Pilot-Controller Glossary
DOMESTIC AIRSPACE		Airspace which overlies the continental land mass of the United States plus Hawaii and U.S. possessions. Domestic airspace extends to 12 miles offshore.	Pilot-Controller Glossary
DOWNBURST		A strong downdraft which induces an outburst of damaging winds on or near the ground. Damaging winds, either straight or curved, are highly divergent. The sizes of downbursts vary from 1/2 mile or less to more than 10 miles. An intense downburst often causes widespread damage. Damaging winds, lasting 5 to 30 minutes, could reach speeds as high as 120 knots.	Pilot-Controller Glossary
DOWNWIND LEG		(See TRAFFIC PATTERN.)	Pilot-Controller Glossary
DRAG CHUTE		A parachute device installed on certain aircraft which is deployed on landing roll to assist in deceleration of the aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
DUE REGARD		A phase of flight wherein an aircraft commander of a State-operated aircraft assumes responsibility to separate his/her aircraft from all other aircraft. (See also FAAO JO 7110.65, Para 1-2-1, WORD MEANINGS.)	Pilot-Controller Glossary
DUTY RUNWAY		(See RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY.)	Pilot-Controller Glossary
DVFR FLIGHT PLAN		A flight plan filed for a VFR aircraft which intends to operate in airspace within which the ready identification, location, and control of aircraft are required in the interest of national security.	Pilot-Controller Glossary
Dynamic		Continuous review, evaluation, and change to meet demands.	Pilot-Controller Glossary
DYNAMIC RESTRICTIONS		Those restrictions imposed by the local facility on an "as needed" basis to manage unpredictable fluctuations in traffic demands.	Pilot-Controller Glossary
EMERGENCY		A distress or an urgency condition.	Pilot-Controller Glossary
EMERGENCY LOCATOR TRANSMITTER	ELT	A radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2-4 times per second. It is designed to function without human action after an accident.	Pilot-Controller Glossary
EN ROUTE AIR TRAFFIC CONTROL SERVICES		Air traffic control service provided aircraft on IFR flight plans, generally by centers, when these aircraft are operating between departure and destination terminal areas. When equipment, capabilities, and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.	Pilot-Controller Glossary
EN ROUTE AUTOMATION SYSTEM	EAS	The complex integrated environment consisting of situation display systems, surveillance systems and flight data processing, remote devices, decision support tools, and the related communications equipment that form the heart of the automated IFR air traffic control system. It interfaces with automated terminal systems and is used in the control of en route IFR aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
EN ROUTE CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
EN ROUTE LOW ALTITUDE CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
EN ROUTE MINIMUM SAFE ALTITUDE WARNING	E-MSAW	A function of the EAS that aids the controller by providing an alert when a tracked aircraft is below or predicted by the computer to go below a predetermined minimum IFR altitude (MIA).	Pilot-Controller Glossary
EN ROUTE SPACING PROGRAM	ESP	A program designed to assist the exit sector in achieving the required in-trail spacing.	Pilot-Controller Glossary
EN ROUTE TRANSITION		a.?Conventional STARs/SIDs.?The portion of a SID/STAR that connects to one or more en route airway/jet route. b.?RNAV STARs/SIDs.?The portion of a STAR preceding the common route or point, or for a SID the portion following, that is coded for a specific en route fix, airway or jet route.	Pilot-Controller Glossary
ESTABLISHED		To be stable or fixed on a route, route segment, altitude, heading, etc.	Pilot-Controller Glossary
ESTIMATED ELAPSED TIME [ICAO]		The estimated time required to proceed from one significant point to another.	Pilot-Controller Glossary
ESTIMATED OFF-BLOCK TIME [ICAO]		The estimated time at which the aircraft will commence movement associated with departure.	Pilot-Controller Glossary
ESTIMATED POSITION ERROR	EPE	(See Required Navigation Performance)	Pilot-Controller Glossary
ESTIMATED TIME EN ROUTE	ETE	The estimated flying time from departure point to destination (lift-off to touchdown).	Pilot-Controller Glossary
ESTIMATED TIME OF ARRIVAL	ETA	The time the flight is estimated to arrive at the gate (scheduled operators) or the actual runway on times for nonscheduled operators.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
EXPECT (ALTITUDE) AT (TIME) or (FIX)		Used under certain conditions to provide a pilot with an altitude to be used in the event of two-way communications failure. It also provides altitude information to assist the pilot in planning.	Pilot-Controller Glossary
EXPECT DEPARTURE CLEARANCE TIME	EDCT	The runway release time assigned to an aircraft in a traffic management program and shown on the flight progress strip as an EDCT.	Pilot-Controller Glossary
EXPECT FURTHER CLEARANCE (TIME)	EFC	The time a pilot can expect to receive clearance beyond a clearance limit.	Pilot-Controller Glossary
EXPECT FURTHER CLEARANCE VIA (AIRWAYS, ROUTES OR FIXES)		Used to inform a pilot of the routing he/she can expect if any part of the route beyond a short range clearance limit differs from that filed.	Pilot-Controller Glossary
EXPEDITE		Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.	Pilot-Controller Glossary
FAST FILE		A system whereby a pilot files a flight plan via telephone that is tape recorded and then transcribed for transmission to the appropriate air traffic facility. Locations having a fast file capability are contained in the Airport/Facility Directory.	Pilot-Controller Glossary
FEATHERED PROPELLER		A propeller whose blades have been rotated so that the leading and trailing edges are nearly parallel with the aircraft flight path to stop or minimize drag and engine rotation. Normally used to indicate shutdown of a reciprocating or turboprop engine due to malfunction.	Pilot-Controller Glossary
FEDERAL AIRWAYS		(See LOW ALTITUDE AIRWAY STRUCTURE.)	Pilot-Controller Glossary
FEEDER FIX		The fix depicted on Instrument Approach Procedure Charts which establishes the starting point of the feeder route.	Pilot-Controller Glossary
FEEDER ROUTE		A route depicted on instrument approach procedure charts to designate routes for aircraft to proceed from the en route structure to the initial approach fix (IAF).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FERRY FLIGHT		A flight for the purpose of: a.?Returning an aircraft to base. b.?Delivering an aircraft from one location to another. c.?Moving an aircraft to and from a maintenance base.- Ferry flights, under certain conditions, may be conducted under terms of a special flight permit.	Pilot-Controller Glossary
FIELD ELEVATION		(See AIRPORT ELEVATION.)	Pilot-Controller Glossary
FILED		Normally used in conjunction with flight plans, meaning a flight plan has been submitted to ATC.	Pilot-Controller Glossary
FILED EN ROUTE DELAY		Any of the following preplanned delays at points/areas along the route of flight which require special flight plan filing and handling techniques. a.?Terminal Area Delay. A delay within a terminal area for touch-and-go, low approach, or other terminal area activity. b.?Special Use Airspace Delay. A delay within a Military Operations Area, Restricted Area, Warning Area, or ATC Assigned Airspace. c.?Aerial Refueling Delay. A delay within an Aerial Refueling Track or Anchor.	Pilot-Controller Glossary
FILED FLIGHT PLAN		The flight plan as filed with an ATS unit by the pilot or his/her designated representative without any subsequent changes or clearances.	Pilot-Controller Glossary
FINAL		Commonly used to mean that an aircraft is on the final approach course or is aligned with a landing area.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FINAL APPROACH [ICAO]		That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified. a.?At the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or b.?At the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: 1.?A landing can be made; or 2.?A missed approach procedure is initiated.	Pilot-Controller Glossary
FINAL APPROACH COURSE		A bearing/radial/track of an instrument approach leading to a runway or an extended runway centerline all without regard to distance.	Pilot-Controller Glossary
FINAL APPROACH FIX	FAF	The fix from which the final approach (IFR) to an airport is executed and which identifies the beginning of the final approach segment. It is designated on Government charts by the Maltese Cross symbol for nonprecision approaches and the lightning bolt symbol for precision approaches; or when ATC directs a lower-than-published glideslope/path intercept altitude, it is the resultant actual point of the glideslope/path intercept.	Pilot-Controller Glossary
FINAL APPROACH POINT		The point, applicable only to a nonprecision approach with no depicted FAF (such as an on airport VOR), where the aircraft is established inbound on the final approach course from the procedure turn and where the final approach descent may be commenced. The FAP serves as the FAF and identifies the beginning of the final approach segment.	Pilot-Controller Glossary
FINAL APPROACH SEGMENT		(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary
FINAL APPROACH SEGMENT [ICAO]		That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	Pilot-Controller Glossary
Final Approach Waypoint	FAWP	Final Approach Waypoint	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FINAL APPROACH-IFR		The flight path of an aircraft which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport or the point where a circle-to-land maneuver or a missed approach is executed.	Pilot-Controller Glossary
FINAL CONTROLLER		The controller providing information and final approach guidance during PAR and ASR approaches utilizing radar equipment.	Pilot-Controller Glossary
FINAL GUARD SERVICE		A value added service provided in conjunction with LAA/RAA only during periods of significant and fast changing weather conditions that may affect landing and takeoff operations.	Pilot-Controller Glossary
FINAL MONITOR AID	FMA	A high resolution color display that is equipped with the controller alert system hardware/software which is used in the precision runway monitor (PRM) system. The display includes alert algorithms providing the target predictors, a color change alert when a target penetrates or is predicted to penetrate the no transgression zone (NTZ), a color change alert if the aircraft transponder becomes inoperative, synthesized voice alerts, digital mapping, and like features contained in the PRM system.	Pilot-Controller Glossary
FINAL MONITOR CONTROLLER		Air Traffic Control Specialist assigned to radar monitor the flight path of aircraft during simultaneous parallel and simultaneous close parallel ILS approach operations. Each runway is assigned a final monitor controller during simultaneous parallel and simultaneous close parallel ILS approaches. Final monitor controllers shall utilize the Precision Runway Monitor (PRM) system during simultaneous close parallel ILS approaches.	Pilot-Controller Glossary
FIRST TIER CENTER		The ARTCC immediately adjacent to the impacted center.	Pilot-Controller Glossary
FIX		A geographical position determined by visual reference to the surface, by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.	Pilot-Controller Glossary
FIX BALANCING		A process whereby aircraft are evenly distributed over several available arrival fixes reducing delays and controller workload.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FLAG		A warning device incorporated in certain airborne navigation and flight instruments indicating that: a.?Instruments are inoperative or otherwise not operating satisfactorily, or b.?Signal strength or quality of the received signal falls below acceptable values.	Pilot-Controller Glossary
FLAG ALARM		(See FLAG.)	Pilot-Controller Glossary
FLAMEOUT		An emergency condition caused by a loss of engine power.	Pilot-Controller Glossary
FLAMEOUT PATTERN		An approach normally conducted by a single-engine military aircraft experiencing loss or anticipating loss of engine power or control. The standard overhead approach starts at a relatively high altitude over a runway ("high key") followed by a continuous 180 degree turn to a high, wide position ("low key") followed by a continuous 180 degree turn final. The standard straight-in pattern starts at a point that results in a straight-in approach with a high rate of descent to the runway. Flameout approaches terminate in the type approach requested by the pilot (normally fullstop).	Pilot-Controller Glossary
FLIGHT CHECK		A call-sign prefix used by FAA aircraft engaged in flight inspection/certification of navigational aids and flight procedures. The word "recorded" may be added as a suffix; e.g., "Flight Check 320 recorded" to indicate that an automated flight inspection is in progress in terminal areas.	Pilot-Controller Glossary
FLIGHT FOLLOWING		(See TRAFFIC ADVISORIES.)	Pilot-Controller Glossary
Flight Information Region	FIR	An airspace of defined dimensions within which Flight Information Service and Alerting Service are provided. (a) Flight Information Service - A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. (b) Alerting Service - A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid and to assist such organizations as required.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Flight Information Service		A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	Pilot-Controller Glossary
Flight Inspection		Inflight investigation and evaluation of a navigational aid to determine whether it meets established tolerances.	Pilot-Controller Glossary
FLIGHT LEVEL		A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, flight level (FL) 250 represents a barometric altimeter indication of 25,000 feet; FL 255, an indication of 25,500 feet.	Pilot-Controller Glossary
FLIGHT LEVEL [ICAO]		A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hPa (1013.2 mb), and is separated from other such surfaces by specific pressure intervals. Note 1:?A pressure type altimeter calibrated in accordance with the standard atmosphere: a.?When set to a QNH altimeter setting, will indicate altitude; b.?When set to a QFE altimeter setting, will indicate height above the QFE reference datum; and c.?When set to a pressure of 1013.2 hPa (1013.2 mb), may be used to indicate flight levels. Note 2:?The terms `height' and `altitude,' used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.	Pilot-Controller Glossary
FLIGHT LINE		A term used to describe the precise movement of a civil photogrammetric aircraft along a predetermined course(s) at a predetermined altitude during the actual photographic run.	Pilot-Controller Glossary
FLIGHT MANAGEMENT SYSTEM PROCEDURE	FMSP	An arrival, departure, or approach procedure developed for use by aircraft with a slant (/) E or slant (/) F equipment suffix.	Pilot-Controller Glossary
METER LIST		(See ARRIVAL SECTOR ADVISORY LIST.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
METER LIST DISPLAY INTERVAL	MLDI	A dynamic parameter which controls the number of minutes prior to the flight plan calculated time of arrival at the meter fix for each aircraft, at which time the TCLT is frozen and becomes an ACLT; i.e., the VTA is updated and consequently the TCLT modified as appropriate until frozen at which time updating is suspended and an ACLT is assigned. When frozen, the flight entry is inserted into the arrival sector's meter list for display on the sector PVD/MDM. MLDI is used if filed true airspeed is less than or equal to freeze speed parameters (FSPD).	Pilot-Controller Glossary
Metering		A method of time-regulating arrival traffic flow into a terminal area so as not to exceed a predetermined terminal acceptance rate.	Pilot-Controller Glossary
METERING AIRPORTS		Airports adapted for metering and for which optimum flight paths are defined. A maximum of 15 airports may be adapted.	Pilot-Controller Glossary
Metering Fix		A fix along an established route from over which aircraft will be metered prior to entering terminal airspace. Normally, this fix should be established at a distance from the airport which will facilitate a profile descent 10,000 feet above airport elevation (AAE) or above.	Pilot-Controller Glossary
METERING POSITION LIST		An ordered list of data on arrivals for a selected metering airport displayed on a metering position PVD/MDM.	Pilot-Controller Glossary
FLIGHT RECORDER		A general term applied to any instrument or device that records information about the performance of an aircraft in flight or about conditions encountered in flight. Flight recorders may make records of airspeed, outside air temperature, vertical acceleration, engine RPM, manifold pressure, and other pertinent variables for a given flight.	Pilot-Controller Glossary
FLIGHT RECORDER [ICAO]		Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. Note:?See Annex 6 Part I, for specifications relating to flight recorders.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FLIGHT SERVICE STATION (FSS)	FSS	An air traffic facility which provides pilot briefings, flight plan processing, en route radio communications, search and rescue services, and assistance to lost aircraft and aircraft in emergency situations. FSSs also relay ATC clearances, process Notices to Airmen, broadcast aviation weather and aeronautical information, and notify Customs and Border Protection of transborder flights. In addition, at selected locations, FSSs provide En Route Flight Advisory Service (Flight Watch) and Airport Advisory Service (AAS). In Alaska, designated FSSs also provide TWEB recordings and take weather observations.	Pilot-Controller Glossary
FLIGHT STANDARDS DISTRICT OFFICE	FSDO	An FAA field office serving an assigned geographical area and staffed with Flight Standards personnel who serve the aviation industry and the general public on matters relating to the certification and operation of air carrier and general aviation aircraft. Activities include general surveillance of operational safety, certification of airmen and aircraft, accident prevention, investigation, enforcement, etc.	Pilot-Controller Glossary
FLIGHT TEST		A flight for the purpose of: a.?Investigating the operation/flight characteristics of an aircraft or aircraft component. b.?Evaluating an applicant for a pilot certificate or rating.	Pilot-Controller Glossary
FLIGHT VISIBILITY		(See VISIBILITY.)	Pilot-Controller Glossary
FLIGHT WATCH		A shortened term for use in air-ground contacts to identify the flight service station providing En Route Flight Advisory Service; e.g., "Oakland Flight Watch."	Pilot-Controller Glossary
FLIP		(See DOD FLIP.)	Pilot-Controller Glossary
FLY HEADING (DEGREES)		Informs the pilot of the heading he/she should fly. The pilot may have to turn to, or continue on, a specific compass direction in order to comply with the instructions. The pilot is expected to turn in the shorter direction to the heading unless otherwise instructed by ATC.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FLY-BY WAYPOINT		A fly-by waypoint requires the use of turn anticipation to avoid overshoot of the next flight segment.	Pilot-Controller Glossary
FLY-OVER WAYPOINT		A fly-over waypoint precludes any turn until the waypoint is overflown and is followed by an intercept maneuver of the next flight segment.	Pilot-Controller Glossary
FORMATION FLIGHT		More than one aircraft which, by prior arrangement between the pilots, operate as a single aircraft with regard to navigation and position reporting. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight. This includes transition periods when aircraft within the formation are maneuvering to attain separation from each other to effect individual control and during join-up and breakaway. a.?A standard formation is one in which a proximity of no more than 1 mile laterally or longitudinally and within 100 feet vertically from the flight leader is maintained by each wingman. b.?Nonstandard formations are those operating under any of the following conditions: 1.?When the flight leader has requested and ATC has approved other than standard formation dimensions. 2.?When operating within an authorized altitude reservation (ALTRV) or under the provisions of a letter of agreement. 3.?When the operations are conducted in airspace specifically designed for a special activity.	Pilot-Controller Glossary
FREEZE CALCULATED LANDING TIME	FCLT	A dynamic parameter number of minutes prior to the meter fix calculated time of arrival for each aircraft when the TCLT is frozen and becomes an ACLT (i.e., the VTA is updated and consequently the TCLT is modified as appropriate until FCLT minutes prior to meter fix calculated time of arrival, at which time updating is suspended and an ACLT and a frozen meter fix crossing time (MFT) is assigned).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
FREEZE HORIZON		The time or point at which an aircraft's STA becomes fixed and no longer fluctuates with each radar update. This setting insures a constant time for each aircraft, necessary for the metering controller to plan his/her delay technique. This setting can be either in distance from the meter fix or a prescribed flying time to the meter fix.	Pilot-Controller Glossary
FREEZE SPEED PARAMETER	FSPD	A speed adapted for each aircraft to determine fast and slow aircraft. Fast aircraft freeze on parameter FCLT and slow aircraft freeze on parameter MLDI.	Pilot-Controller Glossary
FREEZE/FROZEN		Terms used in referring to arrivals which have been assigned ACLTs and to the lists in which they are displayed.	Pilot-Controller Glossary
FRICTION MEASUREMENT		A measurement of the friction characteristics of the runway pavement surface using continuous self-watering friction measurement equipment in accordance with the specifications, procedures and schedules contained in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces.	Pilot-Controller Glossary
FUEL DUMPING		Airborne release of usable fuel. This does not include the dropping of fuel tanks.	Pilot-Controller Glossary
FUEL REMAINING		A phrase used by either pilots or controllers when relating to the fuel remaining on board until actual fuel exhaustion. When transmitting such information in response to either a controller question or pilot initiated cautionary advisory to air traffic control, pilots will state the APPROXIMATE NUMBER OF MINUTES the flight can continue with the fuel remaining. All reserve fuel SHOULD BE INCLUDED in the time stated, as should an allowance for established fuel gauge system error.	Pilot-Controller Glossary
FUEL SIPHONING		Unintentional release of fuel caused by overflow, puncture, loose cap, etc.	Pilot-Controller Glossary
FUEL VENTING		(See FUEL SIPHONING.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
GATE HOLD PROCEDURES		Procedures at selected airports to hold aircraft at the gate or other ground location whenever departure delays exceed or are anticipated to exceed 15 minutes. The sequence for departure will be maintained in accordance with initial call-up unless modified by flow control restrictions. Pilots should monitor the ground control/clearance delivery frequency for engine start/taxi advisories or new proposed start/taxi time if the delay changes.	Pilot-Controller Glossary
General Aviation		That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators.	Pilot-Controller Glossary
GENERAL AVIATION [ICAO]		All civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire.	Pilot-Controller Glossary
GEO MAP		The digitized map markings associated with the ASR-9 Radar System.	Pilot-Controller Glossary
GLIDEPATH		(See GLIDESLOPE.)	Pilot-Controller Glossary
GLIDEPATH [ICAO]		A descent profile determined for vertical guidance during a final approach.	Pilot-Controller Glossary
GLIDEPATH INTERCEPT ALTITUDE		(See GLIDESLOPE INTERCEPT ALTITUDE.)	Pilot-Controller Glossary
GLIDESLOPE		Provides vertical guidance for aircraft during approach and landing. The glideslope/glidepath is based on the following: a.?Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS/MLS, or b.?Visual ground aids, such as VASI, which provide vertical guidance for a VFR approach or for the visual portion of an instrument approach and landing. c.?PAR. Used by ATC to inform an aircraft making a PAR approach of its vertical position (elevation) relative to the descent profile.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
GLIDESLOPE INTERCEPT ALTITUDE		The minimum altitude to intercept the glideslope/path on a precision approach. The intersection of the published intercept altitude with the glideslope/path, designated on Government charts by the lightning bolt symbol, is the precision FAF; however, when the approach chart shows an alternative lower glideslope intercept altitude, and ATC directs a lower altitude, the resultant lower intercept position is then the FAF.	Pilot-Controller Glossary
Global Positioning System	GPS	A space-base radio positioning, navigation, and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of properly equipped users. The system is unaffected by weather, and provides a worldwide common grid reference system. The GPS concept is predicated upon accurate and continuous knowledge of the spatial position of each satellite in the system with respect to time and distance from a transmitting satellite to the user. The GPS receiver automatically selects appropriate signals from the satellites in view and translates these into three-dimensional position, velocity, and time. System accuracy for civil users is normally 100 meters horizontally.	Pilot-Controller Glossary
GO AHEAD		Proceed with your message. Not to be used for any other purpose.	Pilot-Controller Glossary
GO AROUND		Instructions for a pilot to abandon his/her approach to landing. Additional instructions may follow. Unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC; e.g., "Go around" (additional instructions if required).	Pilot-Controller Glossary
GRAPHIC PLAN DISPLAY	GPD	A view available with URET that provides a graphic display of aircraft, traffic, and notification of predicted conflicts. Graphic routes for Current Plans and Trial Plans are displayed upon controller request.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
GROUND CLUTTER		A pattern produced on the radar scope by ground returns which may degrade other radar returns in the affected area. The effect of ground clutter is minimized by the use of moving target indicator (MTI) circuits in the radar equipment resulting in a radar presentation which displays only targets which are in motion.	Pilot-Controller Glossary
GROUND COMMUNICATION OUTLET	GCO	An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.	Pilot-Controller Glossary
GROUND CONTROLLED APPROACH	GCA	A radar approach system operated from the ground by air traffic control personnel transmitting instructions to the pilot by radio. The approach may be conducted with surveillance radar (ASR) only or with both surveillance and precision approach radar (PAR). Usage of the term "GCA" by pilots is discouraged except when referring to a GCA facility. Pilots should specifically request a "PAR" approach when a precision radar approach is desired or request an "ASR" or "surveillance" approach when a nonprecision radar approach is desired.	Pilot-Controller Glossary
GROUND DELAY PROGRAM	GDP	A traffic management process administered by the ATCSCC; when aircraft are held on the ground. The purpose of the program is to support the TM mission and limit airborne holding. It is a flexible program and may be implemented in various forms depending upon the needs of the AT system. Ground delay programs provide for equitable assignment of delays to all system users.	Pilot-Controller Glossary
GROUND SPEED		The speed of an aircraft relative to the surface of the earth.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
GROUND STOP	GS	The GS is a process that requires aircraft that meet a specific criteria to remain on the ground. The criteria may be airport specific, airspace specific, or equipment specific; for example, all departures to San Francisco, or all departures entering Yorktown sector, or all Category I and II aircraft going to Charlotte. GSs normally occur with little or no warning.	Pilot-Controller Glossary
GROUND VISIBILITY		(See VISIBILITY.)	Pilot-Controller Glossary
Ground-Based Transceiver	GBT	The ground-based transmitter/receiver (transceiver) receives automatic dependent surveillance-broadcast messages, which are forwarded to an air traffic control facility for processing and display with other radar targets on the plan position indicator (radar display).	Pilot-Controller Glossary
HANDOFF		An action taken to transfer the radar identification of an aircraft from one controller to another if the aircraft will enter the receiving controller's airspace and radio communications with the aircraft will be transferred.	Pilot-Controller Glossary
HAVE NUMBERS		Used by pilots to inform ATC that they have received runway, wind, and altimeter information only.	Pilot-Controller Glossary
HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE	HIWAS	Continuous recorded hazardous inflight weather forecasts broadcasted to airborne pilots over selected VOR outlets defined as an HIWAS BROADCAST AREA.	Pilot-Controller Glossary
HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE Area	HIWAS AREA	(See HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE.)	Pilot-Controller Glossary
HAZARDOUS WEATHER INFORMATION		Summary of significant meteorological information (SIGMET/WS), convective significant meteorological information (convective SIGMET/WST), urgent pilot weather reports (urgent PIREP/UUA), center weather advisories (CWA), airmen's meteorological information (AIRMET/WA) and any other weather such as isolated thunderstorms that are rapidly developing and increasing in intensity, or low ceilings and visibilities that are becoming widespread which is considered significant and are not included in a current hazardous weather advisory.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
HEAVY (AIRCRAFT)		(See AIRCRAFT CLASSES.)	Pilot-Controller Glossary
HEIGHT ABOVE AIRPORT	HAA	The height of the Minimum Descent Altitude above the published airport elevation. This is published in conjunction with circling minimums.	Pilot-Controller Glossary
HEIGHT ABOVE LANDING	HAL	The height above a designated helicopter landing area used for helicopter instrument approach procedures.	Pilot-Controller Glossary
LONG RANGE NAVIGATION	LORAN	An electronic navigational system by which hyperbolic lines of position are determined by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. Loran A operates in the 1750-1950 kHz frequency band. Loran C and D operate in the 100-110 kHz frequency band.	Pilot-Controller Glossary
Longitudinal Separation		The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time or miles.	Pilot-Controller Glossary
LOST COMMUNICATIONS		Loss of the ability to communicate by radio. Aircraft are sometimes referred to as NORDO (No Radio). Standard pilot procedures are specified in 14 CFR Part 91. Radar controllers issue procedures for pilots to follow in the event of lost communications during a radar approach when weather reports indicate that an aircraft will likely encounter IFR weather conditions during the approach.	Pilot-Controller Glossary
LOW ALTITUDE AIRWAY STRUCTURE		The network of airways serving aircraft operations up to but not including 18,000 feet MSL.	Pilot-Controller Glossary
Low Altitude Alert System	LAAS	An automated function of the TPX-42 that alerts the controller when a Mode C transponder equipped aircraft on an IFR flight plan is below a predetermined minimum safe altitude. If requested by the pilot, Low Altitude Alert System monitoring is also available to VFR Mode C transponder equipped aircraft.	Pilot-Controller Glossary
LOW ALTITUDE ALERT, CHECK YOUR ALTITUDE IMMEDIATELY		(See SAFETY ALERT.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
LOW APPROACH		An approach over an airport or runway following an instrument approach or a VFR approach including the go-around maneuver where the pilot intentionally does not make contact with the runway.	Pilot-Controller Glossary
LOW FREQUENCY	LF	The frequency band between 30 and 300 kHz.	Pilot-Controller Glossary
MACH NUMBER		The ratio of true airspeed to the speed of sound; e.g., MACH .82, MACH 1.6.	Pilot-Controller Glossary
MACH TECHNIQUE [ICAO]		Describes a control technique used by air traffic control whereby turbojet aircraft operating successively along suitable routes are cleared to maintain appropriate MACH numbers for a relevant portion of the en route phase of flight. The principle objective is to achieve improved utilization of the airspace and to ensure that separation between successive aircraft does not decrease below the established minima.	Pilot-Controller Glossary
MAHWP		Missed Approach Holding Waypoint	Pilot-Controller Glossary
Maintain		(a) Concerning altitude/flight level, the term means to remain at the altitude/flight level specified. The phrase "climb and" or "descend and" normally precedes "maintain" and the altitude assignment; e.g., "descend and maintain 5,000." (b) Concerning other ATC instructions, the term is used in its literal sense; e.g., maintain VFR.	Pilot-Controller Glossary
MAINTENANCE PLANNING FRICTION LEVEL		The friction level specified in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, which represents the friction value below which the runway pavement surface remains acceptable for any category or class of aircraft operations but which is beginning to show signs of deterioration. This value will vary depending on the particular friction measurement equipment used.	Pilot-Controller Glossary
MAKE SHORT APPROACH		Used by ATC to inform a pilot to alter his/her traffic pattern so as to make a short final approach.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MAN PORTABLE AIR DEFENSE SYSTEMS	MANPADS	MANPADS are lightweight, shoulder-launched, missile systems used to bring down aircraft and create mass casualties. The potential for MANPADS use against airborne aircraft is real and requires familiarity with the subject. Terrorists choose MANPADS because the weapons are low cost, highly mobile, require minimal set-up time, and are easy to use and maintain. Although the weapons have limited range, and their accuracy is affected by poor visibility and adverse weather, they can be fired from anywhere on land or from boats where there is unrestricted visibility to the target.	Pilot-Controller Glossary
MANDATORY ALTITUDE		An altitude depicted on an instrument Approach Procedure Chart requiring the aircraft to maintain altitude at the depicted value.	Pilot-Controller Glossary
MARKER BEACON		An electronic navigation facility transmitting a 75 MHz vertical fan or boneshaped radiation pattern. Marker beacons are identified by their modulation frequency and keying code, and when received by compatible airborne equipment, indicate to the pilot, both aurally and visually, that he/she is passing over the facility.	Pilot-Controller Glossary
MAWP		Missed Approach Waypoint	Pilot-Controller Glossary
MAXIMUM AUTHORIZED ALTITUDE	MAA	A published altitude representing the maximum usable altitude or flight level for an airspace structure or route segment. It is the highest altitude on a Federal airway, jet route, area navigation low or high route, or other direct route for which an MEA is designated in 14 CFR Part 95 at which adequate reception of navigation aid signals is assured.	Pilot-Controller Glossary
MAYDAY		The international radiotelephony distress signal. When repeated three times, it indicates imminent and grave danger and that immediate assistance is requested.	Pilot-Controller Glossary
METEOROLOGICAL IMPACT STATEMENT	MIS	An unscheduled planning forecast describing conditions expected to begin within 4 to 12 hours which may impact the flow of air traffic in a specific center's (ARTCC) area.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
METER FIX ARC		A semicircle, equidistant from a meter fix, usually in low altitude relatively close to the meter fix, used to help CTAS/HOST calculate a meter time, and determine appropriate sector meter list assignments for aircraft not on an established arrival route or assigned a meter fix.	Pilot-Controller Glossary
METER FIX TIME/SLOT TIME	MFT	A calculated time to depart the meter fix in order to cross the vertex at the ACLT. This time reflects descent speed adjustment and any applicable time that must be absorbed prior to crossing the meter fix.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NONRADAR		Precedes other terms and generally means without the use of radar, such as: a.?Nonradar Approach. Used to describe instrument approaches for which course guidance on final approach is not provided by ground-based precision or surveillance radar. Radar vectors to the final approach course may or may not be provided by ATC. Examples of nonradar approaches are VOR, NDB, TACAN, and ILS/MLS approaches. (See FINAL APPROACH COURSE.) (See FINAL APPROACH-IFR.) (See INSTRUMENT APPROACH PROCEDURE.) (See RADAR APPROACH.) b.?Nonradar Approach Control. An ATC facility providing approach control service without the use of radar. (See APPROACH CONTROL FACILITY.) (See APPROACH CONTROL SERVICE.) c.?Nonradar Arrival. An aircraft arriving at an airport without radar service or at an airport served by a radar facility and radar contact has not been established or has been terminated due to a lack of radar service to the airport. (See RADAR ARRIVAL.) (See RADAR SERVICE.) d.?Nonradar Route. A flight path or route over which the pilot is performing his/her own navigation. The pilot may be receiving radar separation, radar monitoring, or other ATC services while on a nonradar route. (See RADAR ROUTE.) e.?Nonradar Separation. The spacing of aircraft in accordance with established minima without the use of radar; e.g., vertical, lateral, or longitudinal separation.	Pilot-Controller Glossary
NONRADAR SEPARATION [ICAO]		The separation used when aircraft position information is derived from sources other than radar.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NON-RESTRICTIVE ROUTING	NRR	Portions of a proposed route of flight where a user can flight plan the most advantageous flight path with no requirement to make reference to ground-based NAVAIDs.	Pilot-Controller Glossary
NORDO		(See LOST COMMUNICATIONS.)	Pilot-Controller Glossary
NORMAL OPERATING ZONE	NOZ	The NOZ is the operating zone within which aircraft flight remains during normal independent simultaneous parallel ILS approaches.	Pilot-Controller Glossary
NORTH AMERICAN ROUTE		A numerically coded route preplanned over existing airway and route systems to and from specific coastal fixes serving the North Atlantic. North American Routes consist of the following: a.?Common Route/Portion. That segment of a North American Route between the inland navigation facility and the coastal fix. b.?Noncommon Route/Portion. That segment of a North American Route between the inland navigation facility and a designated North American terminal. c.?Inland Navigation Facility. A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends. d.?Coastal Fix. A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.	Pilot-Controller Glossary
NORTH AMERICAN ROUTE PROGRAM	NRP	The NRP is a set of rules and procedures which are designed to increase the flexibility of user flight planning within published guidelines.	Pilot-Controller Glossary
NORTH MARK		A beacon data block sent by the host computer to be displayed by the ARTS on a 360 degree bearing at a locally selected radar azimuth and distance. The North Mark is used to ensure correct range/azimuth orientation during periods of CENRAP.	Pilot-Controller Glossary
NORTH PACIFIC	NOPAC	An organized route system between the Alaskan west coast and Japan.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Notice To Airmen	NOTAM	A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations. a. NOTAM(D)- A NOTAM given (in addition to local dissemination) distant dissemination beyond the area of responsibility of the Flight Service Station. These NOTAMs will be stored and available until canceled. b. NOTAM(L)- A NOTAM given local dissemination by voice and other means, such as telautograph and telephone, to satisfy local user requirements. c. FDC NOTAM- A NOTAM regulatory in nature, transmitted by USNOF and given system wide dissemination. (See ICAO term NOTAM.)	Pilot-Controller Glossary
NOTICE TO AIRMEN [ICAO]	NOTAM [ICAO]	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. a.?I Distribution- Distribution by means of telecommunication. b.?II Distribution- Distribution by means other than telecommunications.	Pilot-Controller Glossary
NOTICES TO AIRMEN PUBLICATION	NTAP	A publication issued every 28 days, designed primarily for the pilot, which contains current NOTAM information considered essential to the safety of flight as well as supplemental data to other aeronautical publications. The contraction NTAP is used in NOTAM text.	Pilot-Controller Glossary
NUMEROUS TARGETS VICINITY (LOCATION)		A traffic advisory issued by ATC to advise pilots that targets on the radar scope are too numerous to issue individually.	Pilot-Controller Glossary
Obstacle		An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
HOVER CHECK		Used to describe when a helicopter/VTOL aircraft requires a stabilized hover to conduct a performance/power check prior to hover taxi, air taxi, or takeoff. Altitude of the hover will vary based on the purpose of the check.	Pilot-Controller Glossary
HOVER TAXI		Used to describe a helicopter/VTOL aircraft movement conducted above the surface and in ground effect at airspeeds less than approximately 20 knots. The actual height may vary, and some helicopters may require hover taxi above 25 feet AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.	Pilot-Controller Glossary
HOW DO YOU HEAR ME?		A question relating to the quality of the transmission or to determine how well the transmission is being received.	Pilot-Controller Glossary
I SAY AGAIN		The message will be repeated.	Pilot-Controller Glossary
IAWP		Initial Approach Waypoint	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Icing		The accumulation of airframe ice. Types of icing are: (a) Rime Ice- Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets. (b) Clear Ice- A glossy, clear, or translucent ice formed by the relatively slow freezing or large supercooled water droplets. (c) Mixed- A mixture of clear ice and rime ice. Intensity of icing: (a) Trace- Ice becomes perceptible. Rate of accumulation is slightly greater than the rate of sublimation. Deicing/anti-icing equipment is not utilized unless encountered for an extended period of time (over 1 hour). (b) Light- The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the deicing/anti-icing equipment is used. (c) Moderate- The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment or flight diversion is necessary. (d) Severe- The rate of accumulation is such that deicing/anti-icing equipment fails to reduce or control the hazard. Immediate flight diversion is necessary.	Pilot-Controller Glossary
IDENT		A request for a pilot to activate the aircraft transponder identification feature. This will help the controller to confirm an aircraft identity or to identify an aircraft.	Pilot-Controller Glossary
IDENT FEATURE		The special feature in the Air Traffic Control Radar Beacon System (ATCRBS) equipment. It is used to immediately distinguish one displayed beacon target from other beacon targets.	Pilot-Controller Glossary
IF NO TRANSMISSION RECEIVED FOR (TIME)		Used by ATC in radar approaches to prefix procedures which should be followed by the pilot in event of lost communications.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
IF/IAWP		Intermediate Fix/Initial Approach Waypoint. The waypoint where the final approach course of a T approach meets the crossbar of the T. When designated (in conjunction with a TAA) this waypoint will be used as an IAWP when approaching the airport from certain directions, and as an IFWP when beginning the approach from another IAWP.	Pilot-Controller Glossary
IFR AIRCRAFT		An aircraft conducting flight in accordance with instrument flight rules.	Pilot-Controller Glossary
IFR CONDITIONS		Weather conditions below the minimum for flight under visual flight rules.	Pilot-Controller Glossary
IFR DEPARTURE PROCEDURE		(See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES.)	Pilot-Controller Glossary
IFR FLIGHT		(See IFR AIRCRAFT.)	Pilot-Controller Glossary
IFR LANDING MINIMUMS		(See LANDING MINIMUMS.)	Pilot-Controller Glossary
IFR MILITARY TRAINING ROUTES	IR	Routes used by the Department of Defense and associated Reserve and Air Guard units for the purpose of conducting low-altitude navigation and tactical training in both IFR and VFR weather conditions below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES		Title 14 Code of Federal Regulations Part 91, prescribes standard takeoff rules for certain civil users. At some airports, obstructions or other factors require the establishment of nonstandard takeoff minimums, departure procedures, or both to assist pilots in avoiding obstacles during climb to the minimum en route altitude. Those airports are listed in FAA/DOD Instrument Approach Procedures (IAPs) Charts under a section entitled "IFR Takeoff Minimums and Departure Procedures." The FAA/DOD IAP chart legend illustrates the symbol used to alert the pilot to nonstandard takeoff minimums and departure procedures. When departing IFR from such airports or from any airports where there are no departure procedures, DPs, or ATC facilities available, pilots should advise ATC of any departure limitations. Controllers may query a pilot to determine acceptable departure directions, turns, or headings after takeoff. Pilots should be familiar with the departure procedures and must assure that their aircraft can meet or exceed any specified climb gradients.	Pilot-Controller Glossary
IFWP		Intermediate Fix Waypoint	Pilot-Controller Glossary
ILS CATEGORIES		1. ILS Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800 feet.- 2. ILS Category II. An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet.- 3. ILS Category III: a.?IIIA.-An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 700 feet. b.?IIIB.-An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 150 feet. c.?IIIC.-An ILS approach procedure which provides for approach without a decision height minimum and without runway visual range minimum.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
ILS PRM APPROACH		An instrument landing system (ILS) approach conducted to parallel runways whose extended centerlines are separated by less than 4,300 feet and the parallel runways have a Precision Runway Monitoring (PRM) system that permits simultaneous independent ILS approaches.	Pilot-Controller Glossary
IMMEDIATELY		Used by ATC or pilots when such action compliance is required to avoid an imminent situation.	Pilot-Controller Glossary
INCERFA (Uncertainty Phase) [ICAO]		A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	Pilot-Controller Glossary
INCREASE SPEED TO (SPEED)		(See SPEED ADJUSTMENT.)	Pilot-Controller Glossary
INERTIAL NAVIGATION SYSTEM	INS	An RNAV system which is a form of self-contained navigation.	Pilot-Controller Glossary
INFLIGHT REFUELING		(See AERIAL REFUELING.)	Pilot-Controller Glossary
INFLIGHT WEATHER ADVISORY		(See WEATHER ADVISORY.)	Pilot-Controller Glossary
INFORMATION REQUEST	INREQ	A request originated by an FSS for information concerning an overdue VFR aircraft.	Pilot-Controller Glossary
INITIAL APPROACH FIX	IAF	The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segment(s).	Pilot-Controller Glossary
INITIAL APPROACH SEGMENT		(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary
INITIAL APPROACH SEGMENT [ICAO]		That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.	Pilot-Controller Glossary
INLAND NAVIGATION FACILITY		A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
INNER MARKER	IM	A marker beacon used with an ILS (CAT II) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per second and indicating to the pilot, both aurally and visually, that he/she is at the designated decision height (DH), normally 100 feet above the touchdown zone elevation, on the ILS CAT II approach. It also marks progress during a CAT III approach.	Pilot-Controller Glossary
INNER MARKER BEACON		(See INNER MARKER.)	Pilot-Controller Glossary
INSTRUMENT APPROACH		(See INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary
INSTRUMENT APPROACH PROCEDURE	IAP	A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority. (See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.) (Refer to 14 CFR Part 91.) (Refer to AIM.) a.?U.S. civil standard instrument approach procedures are approved by the FAA as prescribed under 14 CFR Part 97 and are available for public use. b.?U.S. military standard instrument approach procedures are approved and published by the Department of Defense. c.?Special instrument approach procedures are approved by the FAA for individual operators but are not published in 14 CFR Part 97 for public use.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
INSTRUMENT APPROACH PROCEDURE [ICAO]		A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply.	Pilot-Controller Glossary
INSTRUMENT APPROACH PROCEDURES CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
INSTRUMENT DEPARTURE PROCEDURE	DP	A preplanned instrument flight rule (IFR) departure procedure published for pilot use, in graphic or textual format, that provides obstruction clearance from the terminal area to the appropriate en route structure. There are two types of DP, Obstacle Departure Procedure (ODP), printed either textually or graphically, and, Standard Instrument Departure (SID), which is always printed graphically.	Pilot-Controller Glossary
INSTRUMENT DEPARTURE PROCEDURE CHARTS	DP CHARTS	(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
INSTRUMENT FLIGHT RULES	IFR	Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.	Pilot-Controller Glossary
INSTRUMENT FLIGHT RULES [ICAO]		A set of rules governing the conduct of flight under instrument meteorological conditions.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
INSTRUMENT LANDING SYSTEM	ILS	A precision instrument approach system which normally consists of the following electronic components and visual aids: a.?Localizer. (See LOCALIZER.) b.?Glideslope. (See GLIDESLOPE.) c.?Outer Marker. (See OUTER MARKER.) d.?Middle Marker. (See MIDDLE MARKER.) e.?Approach Lights.	Pilot-Controller Glossary
INSTRUMENT METEOROLOGICAL CONDITIONS	IMC	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.	Pilot-Controller Glossary
INSTRUMENT RUNWAY		A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Instrument Runway [ICAO]		One of the following types of runways intended for the operation of aircraft using instrument approach procedures: a. Nonprecision Approach Runway-An instrument runway served by visual aids and a nonvisual aid providing at least directional guidance adequate for a straight-in approach. b. Precision Approach Runway, Category I-An instrument runway served by ILS and visual aids intended for operations down to 60 m (200 feet) decision height and down to an RVR of the order of 800 m. c. Precision Approach Runway, Category II-An instrument runway served by ILS and visual aids intended for operations down to 30 m (100 feet) decision height and down to an RVR of the order of 400 m. d. Precision Approach Runway, Category III-An instrument runway served by ILS to and along the surface of the runway and: 1. Intended for operations down to an RVR of the order of 200 m (no decision height being applicable) using visual aids during the final phase of landing; 2. Intended for operations down to an RVR of the order of 50 m (no decision height being applicable) using visual aids for taxiing; 3. Intended for operations without reliance on visual reference for landing or taxiing. Note 1: See Annex 10 Volume I, Part I, Chapter 3, for related ILS specifications. Note 2: Visual aids need not necessarily be matched to the scale of nonvisual aids provided. The criterion for the selection of visual aids is the conditions in which operations are intended to be conducted.	Pilot-Controller Glossary
INTERMEDIATE APPROACH SEGMENT		(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary
INTERMEDIATE APPROACH SEGMENT [ICAO]		That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, race track or dead reckoning track procedure and the final approach fix or point, as appropriate.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
INTERMEDIATE FIX	IF	The fix that identifies the beginning of the intermediate approach segment of an instrument approach procedure. The fix is not normally identified on the instrument approach chart as an intermediate fix (IF).	Pilot-Controller Glossary
INTERMEDIATE LANDING		On the rare occasion that this option is requested, it should be approved. The departure center, however, must advise the ATCSCC so that the appropriate delay is carried over and assigned at the intermediate airport. An intermediate landing airport within the arrival center will not be accepted without coordination with and the approval of the ATCSCC.	Pilot-Controller Glossary
International Airport		Relating to international flight, it means: (a) An airport of entry which has been designated by the Secretary of Treasury or Commissioner of Customs as an international airport for customs service. (b) A landing rights airport at which specific permission to land must be obtained from customs authorities in advance of contemplated use. (c) Airports designated under the Convention on International Civil Aviation as an airport for use by international commercial air transport and/or international general aviation.	Pilot-Controller Glossary
INTERNATIONAL AIRPORT [ICAO]		Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.	Pilot-Controller Glossary
International Civil Aviation Organization	ICAO	A specialized agency of the United Nations whose objective is to develop the principles and techniques of international air navigation and to foster planning and development of international civil air transport. Regions include: (1) African-Indian Ocean Region; (2) Caribbean Region; (3) European Region; (4) Middle East/Asia Region; (5) North American Region; (6) North Atlantic Region; (7) Pacific Region; (8) South American Region.	Pilot-Controller Glossary
INTERNATIONAL FLIGHT INFORMATION MANUAL	IFIM	A publication designed primarily as a pilot's preflight planning guide for flights into foreign airspace and for flights returning to the U.S. from foreign locations.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MINIMUM SAFE ALTITUDE	MSA	a.?The minimum altitude specified in 14 CFR Part 91 for various aircraft operations. b.?Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance for emergency use within a specified distance from the navigation facility upon which a procedure is predicated. These altitudes will be identified as Minimum Sector Altitudes or Emergency Safe Altitudes and are established as follows: 1.?Minimum Sector Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance within a 25-mile radius of the navigation facility upon which the procedure is predicated. Sectors depicted on approach charts must be at least 90 degrees in scope. These altitudes are for emergency use only and do not necessarily assure acceptable navigational signal coverage. (See ICAO term Minimum Sector Altitude.) 2.?Emergency Safe Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance in nonmountainous areas and 2,000 feet of obstacle clearance in designated mountainous areas within a 100-mile radius of the navigation facility upon which the procedure is predicated and normally used only in military procedures. These altitudes are identified on published procedures as "Emergency Safe Altitudes."	Pilot-Controller Glossary
MINIMUM SAFE ALTITUDE WARNING	MSAW	A function of the ARTS III computer that aids the controller by alerting him/her when a tracked Mode C equipped aircraft is below or is predicted by the computer to go below a predetermined minimum safe altitude.	Pilot-Controller Glossary
MINIMUM SECTOR ALTITUDE [ICAO]		The lowest altitude which may be used under emergency conditions which will provide a minimum clearance of 300 m (1,000 feet) above all obstacles located in an area contained within a sector of a circle of 46 km (25 NM) radius centered on a radio aid to navigation.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MINIMUM VECTORING ALTITUDE	MVA	The lowest MSL altitude at which an IFR aircraft will be vectored by a radar controller, except as otherwise authorized for radar approaches, departures, and missed approaches. The altitude meets IFR obstacle clearance criteria. It may be lower than the published MEA along an airway or J-route segment. It may be utilized for radar vectoring only upon the controller's determination that an adequate radar return is being received from the aircraft being controlled. Charts depicting minimum vectoring altitudes are normally available only to the controllers and not to pilots.	Pilot-Controller Glossary
MINIMUMS		Weather condition requirements established for a particular operation or type of operation; e.g., IFR takeoff or landing, alternate airport for IFR flight plans, VFR flight, etc.	Pilot-Controller Glossary
MINUTES-IN-TRAIL		A specified interval between aircraft expressed in time. This method would more likely be utilized regardless of altitude.	Pilot-Controller Glossary
MISSED APPROACH		a.?A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to the Missed Approach Point (MAP) must continue along the final approach to the MAP. b.?A term used by the pilot to inform ATC that he/she is executing the missed approach. c.?At locations where ATC radar service is provided, the pilot should conform to radar vectors when provided by ATC in lieu of the published missed approach procedure.	Pilot-Controller Glossary
MISSED APPROACH POINT	MAP	A point prescribed in each instrument approach procedure at which a missed approach procedure shall be executed if the required visual reference does not exist.	Pilot-Controller Glossary
MISSED APPROACH PROCEDURE [ICAO]		The procedure to be followed if the approach cannot be continued.	Pilot-Controller Glossary
MISSED APPROACH SEGMENT		(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MLS CATEGORIES		a.?MLS Category I. An MLS approach procedure which provides for an approach to a height above touchdown of not less than 200 feet and a runway visual range of not less than 1,800 feet. b.?MLS Category II. Undefined until data gathering/analysis completion. c.?MLS Category III. Undefined until data gathering/analysis completion.	Pilot-Controller Glossary
Mode		The letter or number assigned to a specific pulse spacing of radio signals transmitted or received by ground interrogator or airborne transponder components of the Air Traffic Control Radar Beacon System (ATCRBS). Mode A (military Mode 3) and Mode C (altitude reporting) are used in air traffic control.	Pilot-Controller Glossary
MODE (SSR MODE) [ICAO]		The letter or number assigned to a specific pulse spacing of the interrogation signals transmitted by an interrogator. There are 4 modes, A, B, C and D specified in Annex 10, corresponding to four different interrogation pulse spacings.	Pilot-Controller Glossary
MODE C INTRUDER ALERT		A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (unknown IFR or VFR aircraft) that requires immediate attention/action.	Pilot-Controller Glossary
Monitor		(When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.	Pilot-Controller Glossary
MONITOR ALERT	MA	A function of the TFMS that provides traffic management personnel with a tool for predicting potential capacity problems in individual operational sectors. The MA is an indication that traffic management personnel need to analyze a particular sector for actual activity and to determine the required action(s), if any, needed to control the demand.	Pilot-Controller Glossary
MONITOR ALERT PARAMETER	MAP	The number designated for use in monitor alert processing by the TFMS. The MAP is designated for each operational sector for increments of 15 minutes.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MOSAIC/MULTI-SENSOR MODE		Accepts positional data from multiple radar or ADS-B sites. Targets are displayed from a single source within a radar sort box according to the hierarchy of the sources assigned.	Pilot-Controller Glossary
MOVEMENT AREA		The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC.	Pilot-Controller Glossary
MOVEMENT AREA [ICAO]		That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).	Pilot-Controller Glossary
MOVING TARGET INDICATOR	MTI	An electronic device which will permit radar scope presentation only from targets which are in motion. A partial remedy for ground clutter.	Pilot-Controller Glossary
MULTICOM		A mobile service not open to public correspondence used to provide communications essential to conduct the activities being performed by or directed from private aircraft.	Pilot-Controller Glossary
MULTIPLE RUNWAYS		The utilization of a dedicated arrival runway(s) for departures and a dedicated departure runway(s) for arrivals when feasible to reduce delays and enhance capacity.	Pilot-Controller Glossary
National Airspace System	NAS	The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and manpower and material. Included are system components shared jointly with the military.	Pilot-Controller Glossary
NATIONAL BEACON CODE ALLOCATION PLAN AIRSPACE	NBCAP AIRSPACE	Airspace over United States territory located within the North American continent between Canada and Mexico, including adjacent territorial waters outward to about boundaries of oceanic control areas (CTA)/Flight Information Regions (FIR).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NATIONAL FLIGHT DATA CENTER	NFDC	A facility in Washington D.C., established by FAA to operate a central aeronautical information service for the collection, validation, and dissemination of aeronautical data in support of the activities of government, industry, and the aviation community. The information is published in the National Flight Data Digest.	Pilot-Controller Glossary
NATIONAL FLIGHT DATA DIGEST	NFDD	A daily (except weekends and Federal holidays) publication of flight information appropriate to aeronautical charts, aeronautical publications, Notices to Airmen, or other media serving the purpose of providing operational flight data essential to safe and efficient aircraft operations.	Pilot-Controller Glossary
NATIONAL SEARCH AND RESCUE PLAN		An interagency agreement which provides for the effective utilization of all available facilities in all types of search and rescue missions.	Pilot-Controller Glossary
NAVAID CLASSES		VOR, VORTAC, and TACAN aids are classed according to their operational use. The three classes of NAVAIDs are: a.?T- Terminal. b.?L- Low altitude. c.?H- High altitude. Note:?The normal service range for T, L, and H class aids is found in the AIM. Certain operational requirements make it necessary to use some of these aids at greater service ranges than specified. Extended range is made possible through flight inspection determinations. Some aids also have lesser service range due to location, terrain, frequency protection, etc. Restrictions to service range are listed in Airport/Facility Directory.	Pilot-Controller Glossary
NAVIGABLE AIRSPACE		Airspace at and above the minimum flight altitudes prescribed in the CFRs including airspace needed for safe takeoff and landing. (Refer to 14 CFR Part 91.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NAVIGATION REFERENCE SYSTEM	NRS	The NRS is a system of waypoints developed for use within the United States for flight planning and navigation without reference to ground based navigational aids. The NRS waypoints are located in a grid pattern along defined latitude and longitude lines. The initial use of the NRS will be in the high altitude environment in conjunction with the High Altitude Redesign initiative. The NRS waypoints are intended for use by aircraft capable of point-to-point navigation.	Pilot-Controller Glossary
NAVIGATION SPECIFICATION [ICAO]		A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications: a. RNP specification. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP; e.g., RNP 4, RNP APCH. b. RNAV specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV; e.g., RNAV 5, RNAV 1. Note:?The Performance-based Navigation Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications.	Pilot-Controller Glossary
NAVIGATIONAL AID	NAVAID	Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.	Pilot-Controller Glossary
NEGATIVE		"No," or "permission not granted," or "that is not correct."	Pilot-Controller Glossary
NEGATIVE CONTACT		Used by pilots to inform ATC that: a.?Previously issued traffic is not in sight. It may be followed by the pilot's request for the controller to provide assistance in avoiding the traffic. b.?They were unable to contact ATC on a particular frequency.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NIGHT		The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.	Pilot-Controller Glossary
NIGHT [ICAO]		The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be specified by the appropriate authority. Note:?Civil twilight ends in the evening when the center of the sun's disk is 6 degrees below the horizon and begins in the morning when the center of the sun's disk is 6 degrees below the horizon.	Pilot-Controller Glossary
NO GYRO APPROACH		A radar approach/vector provided in case of a malfunctioning gyro-compass or directional gyro. Instead of providing the pilot with headings to be flown, the controller observes the radar track and issues control instructions "turn right/left" or "stop turn" as appropriate.	Pilot-Controller Glossary
NO GYRO VECTOR		(See NO GYRO APPROACH.)	Pilot-Controller Glossary
NO TRANSGRESSION ZONE	NTZ	The NTZ is a 2,000 foot wide zone, located equidistant between parallel runway final approach courses in which flight is not allowed.	Pilot-Controller Glossary
NONAPPROACH CONTROL TOWER		Author-izes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace. The primary function of a nonapproach control tower is the sequencing of aircraft in the traffic pattern and on the landing area. Nonapproach control towers also separate aircraft operating under instrument flight rules clearances from approach controls and centers. They provide ground control services to aircraft, vehicles, personnel, and equipment on the airport movement area.	Pilot-Controller Glossary
NONCOMMON ROUTE/PORTION		That segment of a North American Route between the inland navigation facility and a designated North American terminal.	Pilot-Controller Glossary
NONCOMPOSITE SEPARATION		Separation in accordance with minima other than the composite separation minimum specified for the area concerned.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
NONDIRECTIONAL BEACON	NDB	An L/MF or UHF radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his/her bearing to or from the radio beacon and "home" on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.	Pilot-Controller Glossary
NONMOVEMENT AREAS		Taxiways and apron (ramp) areas not under the control of air traffic.	Pilot-Controller Glossary
NONPRECISION APPROACH		(See NONPRECISION APPROACH PROCEDURE.)	Pilot-Controller Glossary
NONPRECISION APPROACH PROCEDURE		A standard instrument approach procedure in which no electronic glideslope is provided; e.g., VOR, TACAN, NDB, LOC, ASR, LDA, or SDF approaches.	Pilot-Controller Glossary
METERING POSITION(S)		Adapted PVDs/MDMs and associated "D" positions eligible for display of a metering position list. A maximum of four PVDs/MDMs may be adapted.	Pilot-Controller Glossary
MICROBURST		A small downburst with outbursts of damaging winds extending 2.5 miles or less. In spite of its small horizontal scale, an intense microburst could induce wind speeds as high as 150 knots	Pilot-Controller Glossary
MICRO-EN ROUTE AUTOMATED RADAR TRACKING SYSTEM	MEARTS	An automated radar and radar beacon tracking system capable of employing both short-range (ASR) and long-range (ARSR) radars. This microcomputer driven system provides improved tracking, continuous data recording, and use of full digital radar displays.	Pilot-Controller Glossary
MICROWAVE LANDING SYSTEM	MLS	A precision instrument approach system operating in the microwave spectrum which normally consists of the following components: a.?Azimuth Station. b.?Elevation Station. c.?Precision Distance Measuring Equipment.	Pilot-Controller Glossary
MID RVR		(See VISIBILITY.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MIDDLE COMPASS LOCATOR		(See COMPASS LOCATOR.)	Pilot-Controller Glossary
MIDDLE MARKER	MM	A marker beacon that defines a point along the glideslope of an ILS normally located at or near the point of decision height (ILS Category I). It is keyed to transmit alternate dots and dashes, with the alternate dots and dashes keyed at the rate of 95 dot/dash combinations per minute on a 1300 Hz tone, which is received aurally and visually by compatible airborne equipment.	Pilot-Controller Glossary
MILES-IN-TRAIL		A specified distance between aircraft, normally, in the same stratum associated with the same destination or route of flight.	Pilot-Controller Glossary
MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT	MARSA	A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system. It is used only for required IFR operations which are specified in letters of agreement or other appropriate FAA or military documents.	Pilot-Controller Glossary
MILITARY LANDING ZONE		A landing strip used exclusively by the military for training. A military landing zone does not carry a runway designation.	Pilot-Controller Glossary
MILITARY OPERATIONS AREA	MOA	(See SPECIAL USE AIRSPACE.)	Pilot-Controller Glossary
MILITARY TRAINING ROUTES	MTR	Airspace of defined vertical and lateral dimensions established for the conduct of military flight training at airspeeds in excess of 250 knots IAS.	Pilot-Controller Glossary
MINIMA		(See MINIMUMS.)	Pilot-Controller Glossary
MINIMUM CROSSING ALTITUDE	MCA	The lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher minimum en route IFR altitude (MEA).	Pilot-Controller Glossary
MINIMUM DESCENT ALTITUDE	MDA	The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glideslope is provided.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MINIMUM EN ROUTE IFR ALTITUDE	MEA	The lowest published altitude between radio fixes which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes. The MEA prescribed for a Federal airway or segment thereof, area navigation low or high route, or other direct route applies to the entire width of the airway, segment, or route between the radio fixes defining the airway, segment, or route.	Pilot-Controller Glossary
MINIMUM FRICTION LEVEL		The friction level specified in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, that represents the minimum recommended wet pavement surface friction value for any turbojet aircraft engaged in LAHSO. This value will vary with the particular friction measurement equipment used.	Pilot-Controller Glossary
MINIMUM FUEL		Indicates that an aircraft's fuel supply has reached a state where, upon reaching the destination, it can accept little or no delay. This is not an emergency situation but merely indicates an emergency situation is possible should any undue delay occur.	Pilot-Controller Glossary
MINIMUM HOLDING ALTITUDE	MHA	The lowest altitude prescribed for a holding pattern which assures navigational signal coverage, communications, and meets obstacle clearance requirements.	Pilot-Controller Glossary
MINIMUM IFR ALTITUDES	MIA	Minimum altitudes for IFR operations as prescribed in 14 CFR Part 91. These altitudes are published on aeronautical charts and prescribed in 14 CFR Part 95 for airways and routes, and in 14 CFR Part 97 for standard instrument approach procedures. If no applicable minimum altitude is prescribed in 14 CFR Part 95 or 14 CFR Part 97, the following minimum IFR altitude applies: a.?In designated mountainous areas, 2,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; or b.?Other than mountainous areas, 1,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown; or c.?As otherwise authorized by the Administrator or assigned by ATC.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
MINIMUM NAVIGATION PERFORMANCE SPECIFICATION	MNPS	A set of standards which require aircraft to have a minimum navigation performance capability in order to operate in MNPS designated airspace. In addition, aircraft must be certified by their State of Registry for MNPS operation.	Pilot-Controller Glossary
MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE	MNPSA	Designated airspace in which MNPS procedures are applied between MNPS certified and equipped aircraft. Under certain conditions, non-MNPS aircraft can operate in MNPSA. However, standard oceanic separation minima is provided between the non-MNPS aircraft and other traffic. Currently, the only designated MNPSA is described as follows: a.?Between FL 285 and FL 420; b.?Between latitudes 27°N and the North Pole; c.?In the east, the eastern boundaries of the CTAs Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik; d.?In the west, the western boundaries of CTAs Reykjavik and Gander Oceanic and New York Oceanic excluding the area west of 60°W and south of 38°30'N.	Pilot-Controller Glossary
MINIMUM OBSTRUCTION CLEARANCE ALTITUDE	MOCA	The lowest published altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments which meets obstacle clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 25 statute (22 nautical) miles of a VOR.	Pilot-Controller Glossary
MINIMUM RECEPTION ALTITUDE	MRA	The lowest altitude at which an intersection can be determined.	Pilot-Controller Glossary
INTERROGATOR		The ground-based surveillance radar beacon transmitter-receiver, which normally scans in synchronism with a primary radar, transmitting discrete radio signals which repetitiously request all transponders on the mode being used to reply. The replies received are mixed with the primary radar returns and displayed on the same plan position indicator (radar scope). Also, applied to the airborne element of the TACAN/DME system.	Pilot-Controller Glossary
INTERSECTING RUNWAYS		Two or more runways which cross or meet within their lengths.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Intersection		(a) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. (b) Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.	Pilot-Controller Glossary
INTERSECTION DEPARTURE		A departure from any runway intersection except the end of the runway.	Pilot-Controller Glossary
INTERSECTION TAKEOFF		(See INTERSECTION DEPARTURE.)	Pilot-Controller Glossary
JAMMING		Electronic or mechanical interference which may disrupt the display of aircraft on radar or the transmission/reception of radio communications/navigation.	Pilot-Controller Glossary
JET BLAST		Jet engine exhaust (thrust stream turbulence).	Pilot-Controller Glossary
JET ROUTE		A route designed to serve aircraft operations from 18,000 feet MSL up to and including flight level 450. The routes are referred to as "J" routes with numbering to identify the designated route; e.g., J105.	Pilot-Controller Glossary
JET STREAM		A migrating stream of high-speed winds present at high altitudes.	Pilot-Controller Glossary
JETTISONING OF EXTERNAL STORES		Airborne release of external stores; e.g., tiptanks, ordnance.	Pilot-Controller Glossary
JOINT USE RESTRICTED AREA		(See RESTRICTED AREA.)	Pilot-Controller Glossary
KNOWN TRAFFIC		With respect to ATC clearances, means aircraft whose altitude, position, and intentions are known to ATC.	Pilot-Controller Glossary
LAND AND HOLD SHORT OPERATIONS	LAHSO	Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold-short of the intersecting runway/taxiway or designated hold-short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
LAND AND HOLD SHORT OPERATIONS - DRY	LAHSO-DRY	Land and hold short operations on runways that are dry.	Pilot-Controller Glossary
LAND AND HOLD SHORT OPERATIONS - WET	LAHSO-WET	Land and hold short operations on runways that are wet (but not contaminated).	Pilot-Controller Glossary
LANDING AREA		Any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.	Pilot-Controller Glossary
LANDING AREA [ICAO]		That part of a movement area intended for the landing or take-off of aircraft.	Pilot-Controller Glossary
LANDING DIRECTION INDICATOR		A device which visually indicates the direction in which landings and takeoffs should be made.	Pilot-Controller Glossary
LANDING DISTANCE AVAILABLE [ICAO]		The length of runway which is declared available and suitable for the ground run of an aeroplane landing.	Pilot-Controller Glossary
LANDING MINIMUMS		The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. The minimum applies with other limitations set forth in 14 CFR Part 91 with respect to the Minimum Descent Altitude (MDA) or Decision Height (DH) prescribed in the instrument approach procedures as follows: a.?Straight-in landing minimums. A statement of MDA and visibility, or DH and visibility, required for a straight-in landing on a specified runway, or b.?Circling minimums. A statement of MDA and visibility required for the circle-to-land maneuver. Note:?Descent below the established MDA or DH is not authorized during an approach unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and adequate visual reference to required visual cues is maintained.	Pilot-Controller Glossary
LANDING ROLL		The distance from the point of touchdown to the point where the aircraft can be brought to a stop or exit the runway.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
LANDING SEQUENCE		The order in which aircraft are positioned for landing.	Pilot-Controller Glossary
LAST ASSIGNED ALTITUDE		The last altitude/flight level assigned by ATC and acknowledged by the pilot.	Pilot-Controller Glossary
Lateral Navigation	LNAV	A function of area navigation (RNAV) equipment which calculates, displays, and provides lateral guidance to a profile or path.	Pilot-Controller Glossary
Lateral Separation		The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations.	Pilot-Controller Glossary
LIGHT GUN		A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.	Pilot-Controller Glossary
LIGHTED AIRPORT		An airport where runway and obstruction lighting is available.	Pilot-Controller Glossary
LOCAL AIRPORT ADVISORY	LAA	A service provided by facilities, which are located on the landing airport, have a discrete ground-to-air communication frequency or the tower frequency when the tower is closed, automated weather reporting with voice broadcasting, and a continuous ASOS/AWOS data display, other continuous direct reading instruments, or manual observations available to the specialist.	Pilot-Controller Glossary
LOCAL TRAFFIC		Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.	Pilot-Controller Glossary
LOCALIZER		The component of an ILS which provides course guidance to the runway.	Pilot-Controller Glossary
LOCALIZER COURSE [ICAO]		The locus of points, in any given horizontal plane, at which the DDM (difference in depth of modulation) is zero.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
LOCALIZER OFFSET		An angular offset of the localizer from the runway extended centerline in a direction away from the no transgression zone (NTZ) that increases the normal operating zone (NOZ) width. An offset requires a 50 foot increase in DH and is not authorized for CAT II and CAT III approaches.	Pilot-Controller Glossary
Localizer Performance with Vertical Guidance	LPV	A type of approach with vertical guidance (APV) based on WAAS, published on RNAV (GPS) approach charts. This procedure takes advantage of the precise lateral guidance available from WAAS. The minima is published as a decision altitude (DA).	Pilot-Controller Glossary
LOCALIZER TYPE DIRECTIONAL AID	LDA	A NAVAID used for nonprecision instrument approaches with utility and accuracy comparable to a localizer but which is not a part of a complete ILS and is not aligned with the runway.	Pilot-Controller Glossary
LOCALIZER USABLE DISTANCE		The maximum distance from the localizer transmitter at a specified altitude, as verified by flight inspection, at which reliable course information is continuously received.	Pilot-Controller Glossary
LOCATOR [ICAO]		An LM/MF NDB used as an aid to final approach. Note:?A locator usually has an average radius of rated coverage of between 18.5 and 46.3 km (10 and 25 NM).	Pilot-Controller Glossary
RESOLUTION ADVISORY		A display indication given to the pilot by the traffic alert and collision avoidance systems (TCAS II) recommending a maneuver to increase vertical separation relative to an intruding aircraft. Positive, negative, and vertical speed limit (VSL) advisories constitute the resolution advisories. A resolution advisory is also classified as corrective or preventive	Pilot-Controller Glossary
RESTRICTED AREA		(See SPECIAL USE AIRSPACE.)	Pilot-Controller Glossary
RESTRICTED AREA [ICAO]		An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RESUME NORMAL SPEED		Used by ATC to advise a pilot that previously issued speed control restrictions are deleted. An instruction to "resume normal speed" does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, unless specifically stated by ATC. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.	Pilot-Controller Glossary
RESUME OWN NAVIGATION		Used by ATC to advise a pilot to resume his/her own navigational responsibility. It is issued after completion of a radar vector or when radar contact is lost while the aircraft is being radar vectored.	Pilot-Controller Glossary
RNAV APPROACH		An instrument approach procedure which relies on aircraft area navigation equipment for navigational guidance.	Pilot-Controller Glossary
ROAD RECONNAISSANCE	RC	Military activity requiring navigation along roads, railroads, and rivers. Reconnaissance route/route segments are seldom along a straight line and normally require a lateral route width of 10 NM to 30 NM and an altitude range of 500 feet to 10,000 feet AGL.	Pilot-Controller Glossary
ROGER		I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.	Pilot-Controller Glossary
ROLLOUT RVR		(See VISIBILITY.)	Pilot-Controller Glossary
ROUTE		A defined path, consisting of one or more courses in a horizontal plane, which aircraft traverse over the surface of the earth.	Pilot-Controller Glossary
ROUTE ACTION NOTIFICATION		URET notification that a PAR/PDR/PDAR has been applied to the flight plan.	Pilot-Controller Glossary
ROUTE SEGMENT		As used in Air Traffic Control, a part of a route that can be defined by two navigational fixes, two NAVAIDs, or a fix and a NAVAID.	Pilot-Controller Glossary
ROUTE SEGMENT [ICAO]		A portion of a route to be flown, as defined by two consecutive significant points specified in a flight plan.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Runway		A defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees; e.g., Runway 1, Runway 25.	Pilot-Controller Glossary
RUNWAY [ICAO]		A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	Pilot-Controller Glossary
RUNWAY CENTERLINE LIGHTING		(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
RUNWAY CONDITION READING	RCR	Numerical decelerometer readings relayed by air traffic controllers at USAF and certain civil bases for use by the pilot in determining runway braking action. These readings are routinely relayed only to USAF and Air National Guard Aircraft.	Pilot-Controller Glossary
RUNWAY END IDENTIFIER LIGHTS	REIL	(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
RUNWAY GRADIENT		The average slope, measured in percent, between two ends or points on a runway. Runway gradient is depicted on Government aerodrome sketches when total runway gradient exceeds 0.3%.	Pilot-Controller Glossary
RUNWAY HEADING		The magnetic direction that corresponds with the runway centerline extended, not the painted runway number. When cleared to "fly or maintain runway heading," pilots are expected to fly or maintain the heading that corresponds with the extended centerline of the departure runway. Drift correction shall not be applied; e.g., Runway 4, actual magnetic heading of the runway centerline 044, fly 044.	Pilot-Controller Glossary
RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY		Any runway or runways currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways. In the metering sense, a selectable adapted item which specifies the landing runway configuration or direction of traffic flow. The adapted optimum flight plan from each transition fix to the vertex is determined by the runway configuration for arrival metering processing purposes.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RUNWAY LIGHTS		(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
RUNWAY MARKINGS		(See AIRPORT MARKING AIDS.)	Pilot-Controller Glossary
RUNWAY OVERRUN		In military aviation exclusively, a stabilized or paved area beyond the end of a runway, of the same width as the runway plus shoulders, centered on the extended runway centerline.	Pilot-Controller Glossary
RUNWAY PROFILE DESCENT		An instrument flight rules (IFR) air traffic control arrival procedure to a runway published for pilot use in graphic and/or textual form and may be associated with a STAR. Runway Profile Descents provide routing and may depict crossing altitudes, speed restrictions, and headings to be flown from the en route structure to the point where the pilot will receive clearance for and execute an instrument approach procedure. A Runway Profile Descent may apply to more than one runway if so stated on the chart.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RUNWAY SAFETY AREA	RSA	A defined surface surrounding the runway prepared, or suitable, for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The dimensions of the RSA vary and can be determined by using the criteria contained within AC 150/5300-13, Airport Design, Chapter 3. Figure?3-1 in AC 150/5300-13 depicts the RSA. The design standards dictate that the RSA shall be: a.?Cleared, graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations; b.?Drained by grading or storm sewers to prevent water accumulation; c.?Capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft; and, d.?Free of objects, except for objects that need to be located in the runway safety area because of their function. These objects shall be constructed on low impact resistant supports (frangible mounted structures) to the lowest practical height with the frangible point no higher than 3 inches above grade. (Refer to AC 150/5300-13, Airport Design, Chapter 3.)	Pilot-Controller Glossary
RUNWAY TRANSITION		a.?Conventional STARs/SIDs.?The portion of a STAR/SID that serves a particular runway or runways at an airport. b.?RNAV STARs/SIDs.?Defines a path(s) from the common route to the final point(s) on a STAR. For a SID, the common route that serves a particular runway or runways at an airport.	Pilot-Controller Glossary
OBSTACLE DEPARTURE PROCEDURE	ODP	A preplanned instrument flight rule (IFR) departure procedure printed for pilot use in textual or graphic form to provide obstruction clearance via the least onerous route from the terminal area to the appropriate en route structure. ODPs are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate departure procedure (SID or radar vector) has been specifically assigned by ATC.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Obstacle Free Zone	OFZ	The OFZ is a three dimensional volume of airspace which protects for the transition of aircraft to and from the runway. The OFZ clearing standard precludes taxiing and parked airplanes and object penetrations, except for frangible NAVAID locations that are fixed by function. Additionally, vehicles, equipment, and personnel may be authorized by air traffic control to enter the area using the provisions of FAAO JO 7110.65, Para 3-1-5, VEHICLES/EQUIPMENT/PERSONNEL ON RUNWAYS. The runway OFZ and when applicable, the inner-approach OFZ, and the inner-transitional OFZ, comprise the OFZ. (A) Runway OFZ. The runway OFZ is a defined volume of airspace centered above the runway. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The runway OFZ extends 200 feet beyond each end of the runway. The width is as follows: (1) For runways serving large airplanes, the greater of: (a) 400 feet, or (b) 180 feet, plus the wingspan of the most demanding airplane, plus 20 feet per 1,000 feet of airport elevation. (2) For runways serving only small airplanes: (a) 300 feet for precision instrument runways. (b) 250 feet for other runways serving small airplanes with approach speeds of 50 knots, or more. (c) 120 feet for other runways serving small airplanes with approach speeds of less than 50 knots. (B) Inner-approach OFZ. The inner-approach OFZ is a defined volume of airspace centered on the approach area. The inner-approach OFZ applies only to runways with an approach lighting system. The inner-approach OFZ begins 200 feet from the runway threshold at the same elevation as the runway threshold and extends 200 feet beyond the last light unit in the approach lighting system. The width of the inner-approach OFZ is the same as the runway OFZ and rises at a slope of 50 (horizontal) to 1 (vertical) from the beginning.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		(C) Inner-transitional OFZ. The inner transitional surface OFZ is a defined volume of airspace along the sides of the runway and inner-approach OFZ and applies only to precision instrument runways. The inner-transitional surface OFZ slopes 3 (horizontal) to 1 (vertical) out from the edges of the runway OFZ and inner-approach OFZ to a height of 150 feet above the established airport elevation. (Refer to AC 150/5300-13, Chapter 3.) (Refer to FAAO JO 7110.65, Para 3-1-5, VEHICLES/EQUIPMENT/PERSONNEL ON RUNWAYS.)	
OBSTRUCTION		Any object/obstacle exceeding the obstruction standards specified by 14 CFR Part 77, Subpart C.	Pilot-Controller Glossary
OBSTRUCTION LIGHT		A light or one of a group of lights, usually red or white, frequently mounted on a surface structure or natural terrain to warn pilots of the presence of an obstruction.	Pilot-Controller Glossary
Oceanic Airspace		Airspace over the oceans of the world, considered international airspace, where oceanic separation and procedures per the International Civil Aviation Organization are applied. Responsibility for the provisions of air traffic control service in this airspace is delegated to various countries, based generally upon geographic proximity and the availability of the required resources.	Pilot-Controller Glossary
OCEANIC DISPLAY AND PLANNING SYSTEM	ODAPS	An automated digital display system which provides flight data processing, conflict probe, and situation display for oceanic air traffic control.	Pilot-Controller Glossary
OCEANIC NAVIGATIONAL ERROR REPORT	ONER	A report filed when an aircraft exiting oceanic airspace has been observed by radar to be off course. ONER reporting parameters and procedures are contained in FAAO 7110.82, Monitoring of Navigational Performance In Oceanic Areas.	Pilot-Controller Glossary
OCEANIC PUBLISHED ROUTE		A route established in international airspace and charted or described in flight information publications, such as Route Charts, DOD Enroute Charts, Chart Supplements, NOTAMs, and Track Messages.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
OCEANIC TRANSITION ROUTE	OTR	An ATS route established for the purpose of transitioning aircraft to/from an organized track system.	Pilot-Controller Glossary
OFF COURSE		A term used to describe a situation where an aircraft has reported a position fix or is observed on radar at a point not on the ATC-approved route of flight.	Pilot-Controller Glossary
OFF-ROUTE VECTOR		A vector by ATC which takes an aircraft off a previously assigned route. Altitudes assigned by ATC during such vectors provide required obstacle clearance.	Pilot-Controller Glossary
OFFSET PARALLEL RUNWAYS		Staggered runways having centerlines which are parallel.	Pilot-Controller Glossary
OFFSHORE/CONTROL AIRSPACE AREA		That portion of airspace between the U.S. 12 NM limit and the oceanic CTA/FIR boundary within which air traffic control is exercised. These areas are established to provide air traffic control services. Offshore/Control Airspace Areas may be classified as either Class A airspace or Class E airspace.	Pilot-Controller Glossary
OMEGA		An RNAV system designed for long-range navigation based upon ground-based electronic navigational aid signals.	Pilot-Controller Glossary
ON COURSE		a.?Used to indicate that an aircraft is established on the route centerline. b.?Used by ATC to advise a pilot making a radar approach that his/her aircraft is lined up on the final approach course.	Pilot-Controller Glossary
ON-COURSE INDICATION		An indication on an instrument, which provides the pilot a visual means of determining that the aircraft is located on the centerline of a given navigational track, or an indication on a radar scope that an aircraft is on a given track.	Pilot-Controller Glossary
ONE-MINUTE WEATHER		The most recent one minute updated weather broadcast received by a pilot from an uncontrolled airport ASOS/AWOS.	Pilot-Controller Glossary
OPERATIONAL		(See DUE REGARD.)	Pilot-Controller Glossary
OPERATIONS SPECIFICATIONS [ICAO]		The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
OPPOSITE DIRECTION AIRCRAFT		Aircraft are operating in opposite directions when: a.?They are following the same track in reciprocal directions; or b.?Their tracks are parallel and the aircraft are flying in reciprocal directions; or c.?Their tracks intersect at an angle of more than 135°.	Pilot-Controller Glossary
OPTION APPROACH		An approach requested and conducted by a pilot which will result in either a touch-and-go, missed approach, low approach, stop-and-go, or full stop landing.	Pilot-Controller Glossary
ORGANIZED TRACK SYSTEM	OTS	A series of ATS routes which are fixed and charted; i.e., CEP, NOPAC, or flexible and described by NOTAM; i.e., NAT TRACK MESSAGE.	Pilot-Controller Glossary
OROCA		An off-route altitude which provides obstruction clearance with a 1,000 foot buffer in nonmountainous terrain areas and a 2,000 foot buffer in designated mountainous areas within the United States. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage.	Pilot-Controller Glossary
OUT		The conversation is ended and no response is expected.	Pilot-Controller Glossary
OUTER AREA (associated with Class C airspace)		Nonregulatory airspace surrounding designated Class C airspace airports wherein ATC provides radar vectoring and sequencing on a full-time basis for all IFR and participating VFR aircraft. The service provided in the outer area is called Class C service which includes: IFR/IFR-standard IFR separation; IFR/VFR-traffic advisories and conflict resolution; and VFR/VFR-traffic advisories and, as appropriate, safety alerts. The normal radius will be 20 nautical miles with some variations based on site-specific requirements. The outer area extends outward from the primary Class C airspace airport and extends from the lower limits of radar/radio coverage up to the ceiling of the approach control's delegated airspace excluding the Class C charted area and other airspace as appropriate.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Outer Fix		A general term used within ATC to describe fixes in the terminal area, other than the final approach fix. Aircraft are normally cleared to these fixes by an Air Route Traffic Control Center or an Approach Control Facility. Aircraft are normally cleared from these fixes to the final approach fix or final approach course. OR An adapted fix along the converted route of flight, prior to the meter fix, for which crossing times are calculated and displayed in the metering position list.	Pilot-Controller Glossary
OUTER FIX ARC		A semicircle, usually about a 50-70 mile radius from a meter fix, usually in high altitude, which is used by CTAS/HOST to calculate outer fix times and determine appropriate sector meter list assignments for aircraft on an established arrival route that will traverse the arc.	Pilot-Controller Glossary
OUTER FIX TIME	OFT	A calculated time to depart the outer fix in order to cross the vertex at the ACLT. The time reflects descent speed adjustments and any applicable delay time that must be absorbed prior to crossing the meter fix.	Pilot-Controller Glossary
OUTER MARKER	OM	A marker beacon at or near the glideslope intercept altitude of an ILS approach. It is keyed to transmit two dashes per second on a 400 Hz tone, which is received aurally and visually by compatible airborne equipment. The OM is normally located four to seven miles from the runway threshold on the extended centerline of the runway.	Pilot-Controller Glossary
OVER		My transmission is ended; I expect a response.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
OVERHEAD MANEUVER		A series of predetermined maneuvers prescribed for aircraft (often in formation) for entry into the visual flight rules (VFR) traffic pattern and to proceed to a landing. An overhead maneuver is not an instrument flight rules (IFR) approach procedure. An aircraft executing an overhead maneuver is considered VFR and the IFR flight plan is cancelled when the aircraft reaches the "initial point" on the initial approach portion of the maneuver. The pattern usually specifies the following: a.?The radio contact required of the pilot. b.?The speed to be maintained. c.?An initial approach 3 to 5 miles in length. d.?An elliptical pattern consisting of two 180 degree turns. e.?A break point at which the first 180 degree turn is started. f.?The direction of turns. g.?Altitude (at least 500 feet above the conventional pattern). h.?A "Roll-out" on final approach not less than 1/4 mile from the landing threshold and not less than 300 feet above the ground.	Pilot-Controller Glossary
OVERLYING CENTER		The ARTCC facility that is responsible for arrival/departure operations at a specific terminal.	Pilot-Controller Glossary
PAN-PAN		The international radio-telephony urgency signal. When repeated three times, indicates uncertainty or alert followed by the nature of the urgency. (See MAYDAY.)	Pilot-Controller Glossary
PARALLEL ILS APPROACHES		Approaches to parallel runways by IFR aircraft which, when established inbound toward the airport on the adjacent final approach courses, are radar-separated by at least 2 miles.	Pilot-Controller Glossary
PARALLEL MLS APPROACHES		(See PARALLEL ILS APPROACHES.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PARALLEL OFFSET ROUTE		A parallel track to the left or right of the designated or established airway/route. Normally associated with Area Navigation (RNAV) operations.	Pilot-Controller Glossary
Parallel Runways		Two or more runways at the same airport whose centerlines are parallel. In addition to runway number, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist, L (left), C (center), and R (right).	Pilot-Controller Glossary
Performance-Based Navigation [ICAO]	PBN [ICAO]	Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. Note: Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability, and functionality needed for the proposed operation in the context of a particular airspace concept.	Pilot-Controller Glossary
PERMANENT ECHO		Radar signals reflected from fixed objects on the earth's surface; e.g., buildings, towers, terrain. Permanent echoes are distinguished from "ground clutter" by being definable locations rather than large areas. Under certain conditions they may be used to check radar alignment.	Pilot-Controller Glossary
PHOTO RECONNAISSANCE		Military activity that requires locating individual photo targets and navigating to the targets at a preplanned angle and altitude. The activity normally requires a lateral route width of 16 NM and altitude range of 1,500 feet to 10,000 feet AGL.	Pilot-Controller Glossary
PILOT BRIEFING		A service provided by the FSS to assist pilots in flight planning. Briefing items may include weather information, NOTAMS, military activities, flow control information, and other items as requested.	Pilot-Controller Glossary
PILOT IN COMMAND		The pilot responsible for the operation and safety of an aircraft during flight time.	Pilot-Controller Glossary
PILOT WEATHER REPORT	PIREP	A report of meteorological phenomena encountered by aircraft in flight.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PILOT'S DISCRETION		When used in conjunction with altitude assignments, means that ATC has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. He/she may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, he/she may not return to that altitude.	Pilot-Controller Glossary
PITCH POINT		A fix/waypoint that serves as a transition point from a departure procedure or the low altitude ground-based navigation structure into the high altitude waypoint system.	Pilot-Controller Glossary
PLANS DISPLAY		A display available in URET that provides detailed flight plan and predicted conflict information in textual format for requested Current Plans and all Trial Plans.	Pilot-Controller Glossary
POINT OUT		(See RADAR POINT OUT.)	Pilot-Controller Glossary
POINT-TO-POINT	PTP	A level of NRR service for aircraft that is based on traditional waypoints in their FMSs or RNAV equipage.	Pilot-Controller Glossary
POLAR TRACK STRUCTURE	PTS	A system of organized routes between Iceland and Alaska which overlie Canadian MNPS Airspace.	Pilot-Controller Glossary
POSITION AND HOLD		Used by ATC to inform a pilot to taxi onto the departure runway in takeoff position and hold. It is not authorization for takeoff. It is used when takeoff clearance cannot immediately be issued because of traffic or other reasons.	Pilot-Controller Glossary
POSITION REPORT		A report over a known location as transmitted by an aircraft to ATC.	Pilot-Controller Glossary
POSITION SYMBOL		A computer-generated indication shown on a radar display to indicate the mode of tracking.	Pilot-Controller Glossary
POSITIVE CONTROL		The separation of all air traffic within designated airspace by air traffic control.	Pilot-Controller Glossary
PRACTICE INSTRUMENT APPROACH		An instrument approach procedure conducted by a VFR or an IFR aircraft for the purpose of pilot training or proficiency demonstrations.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PREARRANGED COORDINATION		A standardized procedure which permits an air traffic controller to enter the airspace assigned to another air traffic controller without verbal coordination. The procedures are defined in a facility directive which ensures standard separation between aircraft.	Pilot-Controller Glossary
PREARRANGED COORDINATION PROCEDURES	P-ACP	A facility's standardized procedure that describes the process by which one controller shall allow an aircraft to penetrate or transit another controller's airspace in a manner that assures standard separation without individual coordination for each aircraft.	Pilot-Controller Glossary
PRECIPITATION		Any or all forms of water particles (rain, sleet, hail, or snow) that fall from the atmosphere and reach the surface.	Pilot-Controller Glossary
PRECIPITATION RADAR WEATHER DESCRIPTIONS		Existing radar systems cannot detect turbulence. However, there is a direct correlation between the degree of turbulence and other weather features associated with thunderstorms and the weather radar precipitation intensity. Controllers will issue (where capable) precipitation intensity as observed by radar when using weather and radar processor (WARP) or NAS ground based digital radars with weather capabilities. When precipitation intensity information is not available, the intensity will be described as UNKNOWN. When intensity levels can be determined, they shall be described as: a.?LIGHT (< 30 dBZ) b.?MODERATE (30 to 40 dBZ) c.?HEAVY (> 40 to 50 dBZ) d.?EXTREME (> 50 dBZ) (Refer to AC 00-45, Aviation Weather Services.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PRECISION APPROACH RADAR	PAR	Radar equipment in some ATC facilities operated by the FAA and/or the military services at joint-use civil/military locations and separate military installations to detect and display azimuth, elevation, and range of aircraft on the final approach course to a runway. This equipment may be used to monitor certain nonradar approaches, but is primarily used to conduct a precision instrument approach (PAR) wherein the controller issues guidance instructions to the pilot based on the aircraft's position in relation to the final approach course (azimuth), the glidepath (elevation), and the distance (range) from the touchdown point on the runway as displayed on the radar scope. Note:?The abbreviation "PAR" is also used to denote preferential arrival routes in ARTCC computers.	Pilot-Controller Glossary
PRECISION APPROACH RADAR [ICAO]	PAR [ICAO]	Primary radar equipment used to determine the position of an aircraft during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown. Note:?Precision approach radars are designed to enable pilots of aircraft to be given guidance by radio communication during the final stages of the approach to land.	Pilot-Controller Glossary
PRECISION OBSTACLE FREE ZONE	POFZ	An 800 foot wide by 200 foot long area centered on the runway centerline adjacent to the threshold designed to protect aircraft flying precision approaches from ground vehicles and other aircraft when ceiling is less than 250 feet or visibility is less than 3/4 statute mile (or runway visual range below 4,000 feet.)	Pilot-Controller Glossary
PRECISION RUNWAY MONITOR	PRM	Provides air traffic controllers with high precision secondary surveillance data for aircraft on final approach to parallel runways that have extended centerlines separated by less than 4,300 feet. High resolution color monitoring displays (FMA) are required to present surveillance track data to controllers along with detailed maps depicting approaches and no transgression zone.	Pilot-Controller Glossary
PRE-DEPARTURE CLEARANCE	PDC	An application with the Terminal Data Link System (TDLS) that provides clearance information to subscribers, through a service provider, in text to the cockpit or gate printer.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PREFERENTIAL ROUTES		Preferential routes (PDRs, PARs, and PDARs) are adapted in ARTCC computers to accomplish inter/intrafacility controller coordination and to assure that flight data is posted at the proper control positions. Locations having a need for these specific inbound and outbound routes normally publish such routes in local facility bulletins, and their use by pilots minimizes flight plan route amendments. When the workload or traffic situation permits, controllers normally provide radar vectors or assign requested routes to minimize circuitous routing. Preferential routes are usually confined to one ARTCC's area and are referred to by the following names or acronyms: a.?Preferential Departure Route (PDR). A specific departure route from an airport or terminal area to an en route point where there is no further need for flow control. It may be included in an Instrument Departure Procedure (DP) or a Preferred IFR Route. b.?Preferential Arrival Route (PAR). A specific arrival route from an appropriate en route point to an airport or terminal area. It may be included in a Standard Terminal Arrival (STAR) or a Preferred IFR Route. The abbreviation "PAR" is used primarily within the ARTCC and should not be confused with the abbreviation for Precision Approach Radar. c.?Preferential Departure and Arrival Route (PDAR). A route between two terminals which are within or immediately adjacent to one ARTCC's area. PDARs are not synonymous with Preferred IFR Routes but may be listed as such as they do accomplish essentially the same purpose.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PREFERRED IFR ROUTES		Routes established between busier airports to increase system efficiency and capacity. They normally extend through one or more ARTCC areas and are designed to achieve balanced traffic flows among high density terminals. IFR clearances are issued on the basis of these routes except when severe weather avoidance procedures or other factors dictate otherwise. Preferred IFR Routes are listed in the Airport/Facility Directory. If a flight is planned to or from an area having such routes but the departure or arrival point is not listed in the Airport/Facility Directory, pilots may use that part of a Preferred IFR Route which is appropriate for the departure or arrival point that is listed. Preferred IFR Routes are correlated with DPs and STARs and may be defined by airways, jet routes, direct routes between NAVAIDs, Waypoints, NAVAID radials/DME, or any combinations thereof.	Pilot-Controller Glossary
PRE-FLIGHT PILOT BRIEFING		(See PILOT BRIEFING.)	Pilot-Controller Glossary
PREVAILING VISIBILITY		(See VISIBILITY.)	Pilot-Controller Glossary
PRIMARY RADAR TARGET		An analog or digital target, exclusive of a secondary radar target, presented on a radar display.	Pilot-Controller Glossary
PROCEDURE TURN	PT	The maneuver prescribed when it is necessary to reverse direction to establish an aircraft on the intermediate approach segment or final approach course. The outbound course, direction of turn, distance within which the turn must be completed, and minimum altitude are specified in the procedure. However, unless otherwise restricted, the point at which the turn may be commenced and the type and rate of turn are left to the discretion of the pilot.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PROCEDURE TURN [ICAO]		A maneuver in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track. Note 1:?Procedure turns are designated "left" or "right" according to the direction of the initial turn. Note 2:?Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual approach procedure.	Pilot-Controller Glossary
PROCEDURE TURN INBOUND		That point of a procedure turn maneuver where course reversal has been completed and an aircraft is established inbound on the intermediate approach segment or final approach course. A report of "procedure turn inbound" is normally used by ATC as a position report for separation purposes.	Pilot-Controller Glossary
PROFILE DESCENT		An uninterrupted descent (except where level flight is required for speed adjustment; e.g., 250 knots at 10,000 feet MSL) from cruising altitude/level to interception of a glideslope or to a minimum altitude specified for the initial or intermediate approach segment of a nonprecision instrument approach. The profile descent normally terminates at the approach gate or where the glideslope or other appropriate minimum altitude is intercepted.	Pilot-Controller Glossary
PROGRESS REPORT		(See POSITION REPORT.)	Pilot-Controller Glossary
PROGRESSIVE TAXI		Precise taxi instructions given to a pilot unfamiliar with the airport or issued in stages as the aircraft proceeds along the taxi route.	Pilot-Controller Glossary
PROHIBITED AREA		(See SPECIAL USE AIRSPACE.)	Pilot-Controller Glossary
PROHIBITED AREA [ICAO]		An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
PROPOSED BOUNDARY CROSSING TIME	PBCT	Each center has a PBCT parameter for each internal airport. Proposed internal flight plans are transmitted to the adjacent center if the flight time along the proposed route from the departure airport to the center boundary is less than or equal to the value of PBCT or if airport adaptation specifies transmission regardless of PBCT.	Pilot-Controller Glossary
PROPOSED DEPARTURE TIME	P TIME	The time that the aircraft expects to become airborne.	Pilot-Controller Glossary
PROTECTED AIRSPACE		The airspace on either side of an oceanic route/track that is equal to one-half the lateral separation minimum except where reduction of protected airspace has been authorized.	Pilot-Controller Glossary
PUBLISHED ROUTE		A route for which an IFR altitude has been established and published; e.g., Federal Airways, Jet Routes, Area Navigation Routes, Specified Direct Routes.	Pilot-Controller Glossary
Q ROUTE		`Q' is the designator assigned to published RNAV routes used by the United States.	Pilot-Controller Glossary
QNE		The barometric pressure used for the standard altimeter setting (29.92 inches Hg.).	Pilot-Controller Glossary
QNH		The barometric pressure as reported by a particular station.	Pilot-Controller Glossary
QUADRANT		A quarter part of a circle, centered on a NAVAID, oriented clockwise from magnetic north as follows: NE quadrant 000-089, SE quadrant 090-179, SW quadrant 180-269, NW quadrant 270-359.	Pilot-Controller Glossary
QUEUING		(See STAGING/QUEUING.)	Pilot-Controller Glossary
QUICK LOOK		A feature of the EAS and ARTS which provides the controller the capability to display full data blocks of tracked aircraft from other control positions.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Radar		A device which, by measuring the time interval between transmission and reception of radio pulses and correlating the angular orientation of the radiated antenna beam or beams in azimuth and/or elevation, provides information on range, azimuth, and/or elevation of objects in the path of the transmitted pulses. a. Primary Radar- A radar system in which a minute portion of a radio pulse transmitted from a site is reflected by an object and then received back at that site for processing and display at an air traffic control facility. b. Secondary Radar/Radar Beacon (ATCRBS)- A radar system in which the object to be detected is fitted with cooperative equipment in the form of a radio receiver/transmitter (transponder). Radar pulses transmitted from the searching transmitter/receiver (interrogator) site are received in the cooperative equipment and used to trigger a distinctive transmission from the transponder. This reply transmission, rather than a reflected signal, is then received back at the transmitter/receiver site for processing and display at an air traffic control facility.	Pilot-Controller Glossary
RADAR [ICAO]		A radio detection device which provides information on range, azimuth and/or elevation of objects. a.?Primary Radar- Radar system which uses reflected radio signals. b.?Secondary Radar- Radar system wherein a radio signal transmitted from a radar station initiates the transmission of a radio signal from another station.	Pilot-Controller Glossary
RADAR ADVISORY		The provision of advice and information based on radar observations.	Pilot-Controller Glossary
RADAR ALTIMETER		(See RADIO ALTIMETER.)	Pilot-Controller Glossary
RADAR APPROACH		An instrument approach procedure which utilizes Precision Approach Radar (PAR) or Airport Surveillance Radar (ASR).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADAR APPROACH [ICAO]		An approach, executed by an aircraft, under the direction of a radar controller.	Pilot-Controller Glossary
RADAR APPROACH CONTROL FACILITY		A terminal ATC facility that uses radar and nonradar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility. (See APPROACH CONTROL SERVICE.) a.?Provides radar ATC services to aircraft operating in the vicinity of one or more civil and/or military airports in a terminal area. The facility may provide services of a ground controlled approach (GCA); i.e., ASR and PAR approaches. A radar approach control facility may be operated by FAA, USAF, US Army, USN, USMC, or jointly by FAA and a military service. Specific facility nomenclatures are used for administrative purposes only and are related to the physical location of the facility and the operating service generally as follows: 1.?Army Radar Approach Control (ARAC) (Army). 2.?Radar Air Traffic Control Facility (RATCF) (Navy/FAA). 3.?Radar Approach Control (RAPCON) (Air Force/FAA). 4.?Terminal Radar Approach Control (TRACON) (FAA). 5.?Air Traffic Control Tower (ATCT) (FAA). (Only those towers delegated approach control authority.)	Pilot-Controller Glossary
RADAR ARRIVAL		An aircraft arriving at an airport served by a radar facility and in radar contact with the facility.	Pilot-Controller Glossary
RADAR BEACON		(See RADAR.)	Pilot-Controller Glossary
RADAR CLUTTER [ICAO]		The visual indication on a radar display of unwanted signals.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADAR CONTACT		a.?Used by ATC to inform an aircraft that it is identified on the radar display and radar flight following will be provided until radar identification is terminated. Radar service may also be provided within the limits of necessity and capability. When a pilot is informed of "radar contact," he/she automatically discontinues reporting over compulsory reporting points. (See RADAR CONTACT LOST.) (See RADAR FLIGHT FOLLOWING.) (See RADAR SERVICE.) (See RADAR SERVICE TERMINATED.) (Refer to AIM.) b.?The term used to inform the controller that the aircraft is identified and approval is granted for the aircraft to enter the receiving controllers airspace.	Pilot-Controller Glossary
RADAR CONTACT [ICAO]		The situation which exists when the radar blip or radar position symbol of a particular aircraft is seen and identified on a radar display.	Pilot-Controller Glossary
RADAR CONTACT LOST		Used by ATC to inform a pilot that radar data used to determine the aircraft's position is no longer being received, or is no longer reliable and radar service is no longer being provided. The loss may be attributed to several factors including the aircraft merging with weather or ground clutter, the aircraft operating below radar line of sight coverage, the aircraft entering an area of poor radar return, failure of the aircraft transponder, or failure of the ground radar equipment.	Pilot-Controller Glossary
RADAR ENVIRONMENT		An area in which radar service may be provided.	Pilot-Controller Glossary
RADAR FLIGHT FOLLOWING		The observation of the progress of radar identified aircraft, whose primary navigation is being provided by the pilot, wherein the controller retains and correlates the aircraft identity with the appropriate target or target symbol displayed on the radar scope.	Pilot-Controller Glossary
RADAR IDENTIFICATION		The process of ascertaining that an observed radar target is the radar return from a particular aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADAR IDENTIFICATION [ICAO]		The process of correlating a particular radar blip or radar position symbol with a specific aircraft.	Pilot-Controller Glossary
RADAR IDENTIFIED AIRCRAFT		An aircraft, the position of which has been correlated with an observed target or symbol on the radar display.	Pilot-Controller Glossary
RADAR MONITORING		(See RADAR SERVICE.)	Pilot-Controller Glossary
RADAR NAVIGATIONAL GUIDANCE		(See RADAR SERVICE.)	Pilot-Controller Glossary
RADAR POINT OUT		An action taken by a controller to transfer the radar identification of an aircraft to another controller if the aircraft will or may enter the airspace or protected airspace of another controller and radio communications will not be transferred.	Pilot-Controller Glossary
RADAR REQUIRED		A term displayed on charts and approach plates and included in FDC NOTAMs to alert pilots that segments of either an instrument approach procedure or a route are not navigable because of either the absence or unusability of a NAVAID. The pilot can expect to be provided radar navigational guidance while transiting segments labeled with this term.	Pilot-Controller Glossary
RADAR ROUTE		A flight path or route over which an aircraft is vectored. Navigational guidance and altitude assignments are provided by ATC.	Pilot-Controller Glossary
RADAR SEPARATION		(See RADAR SERVICE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADAR SERVICE		A term which encompasses one or more of the following services based on the use of radar which can be provided by a controller to a pilot of a radar identified aircraft. a.?Radar Monitoring- The radar flight-following of aircraft, whose primary navigation is being performed by the pilot, to observe and note deviations from its authorized flight path, airway, or route. When being applied specifically to radar monitoring of instrument approaches; i.e., with precision approach radar (PAR) or radar monitoring of simultaneous ILS/MLS approaches, it includes advice and instructions whenever an aircraft nears or exceeds the prescribed PAR safety limit or simultaneous ILS/MLS no transgression zone. (See ADDITIONAL SERVICES.) (See TRAFFIC ADVISORIES.) b.?Radar Navigational Guidance- Vectoring aircraft to provide course guidance. c.?Radar Separation- Radar spacing of aircraft in accordance with established minima.	Pilot-Controller Glossary
RADAR SERVICE [ICAO]		Term used to indicate a service provided directly by means of radar. a.?Monitoring- The use of radar for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path. b.?Separation- The separation used when aircraft position information is derived from radar sources.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADAR SERVICE TERMINATED		Used by ATC to inform a pilot that he/she will no longer be provided any of the services that could be received while in radar contact. Radar service is automatically terminated, and the pilot is not advised in the following cases: a.?An aircraft cancels its IFR flight plan, except within Class B airspace, Class C airspace, a TRSA, or where Basic Radar service is provided. b.?An aircraft conducting an instrument, visual, or contact approach has landed or has been instructed to change to advisory frequency. c.?An arriving VFR aircraft, receiving radar service to a tower-controlled airport within Class B airspace, Class C airspace, a TRSA, or where sequencing service is provided, has landed; or to all other airports, is instructed to change to tower or advisory frequency. d.?An aircraft completes a radar approach.	Pilot-Controller Glossary
RADAR SURVEILLANCE		The radar observation of a given geographical area for the purpose of performing some radar function.	Pilot-Controller Glossary
RADAR TRAFFIC ADVISORIES		Advisories issued to alert pilots to known or observed radar traffic which may affect the intended route of flight of their aircraft.	Pilot-Controller Glossary
RADAR TRAFFIC INFORMATION SERVICE		(See TRAFFIC ADVISORIES.)	Pilot-Controller Glossary
RADAR VECTORING [ICAO]		Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.	Pilot-Controller Glossary
RADIAL		A magnetic bearing extending from a VOR/VORTAC/TACAN navigation facility.	Pilot-Controller Glossary
Radio		a. A device used for communication. b. Used to refer to a flight service station; e.g., "Seattle Radio" is used to call Seattle FSS.	Pilot-Controller Glossary
RADIO ALTIMETER		Aircraft equipment which makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RADIO BEACON		(See NONDIRECTIONAL BEACON.)	Pilot-Controller Glossary
RADIO DETECTION AND RANGING		(See RADAR.)	Pilot-Controller Glossary
RADIO MAGNETIC INDICATOR	RMI	An aircraft navigational instrument coupled with a gyro compass or similar compass that indicates the direction of a selected NAVAID and indicates bearing with respect to the heading of the aircraft.	Pilot-Controller Glossary
RAMP		(See APRON.)	Pilot-Controller Glossary
RANDOM ALTITUDE		An altitude inappropriate for direction of flight and/or not in accordance with FAAO JO 7110.65, Para 4-5-1, VERTICAL SEPARATION MINIMA.	Pilot-Controller Glossary
RANDOM ROUTE		Any route not established or charted/published or not otherwise available to all users.	Pilot-Controller Glossary
READ BACK		Repeat my message back to me.	Pilot-Controller Glossary
RECEIVER AUTONOMOUS INTEGRITY MONITORING	RAIM	A technique whereby a civil GNSS receiver/processor determines the integrity of the GNSS navigation signals without reference to sensors or non-DoD integrity systems other than the receiver itself. This determination is achieved by a consistency check among redundant pseudorange measurements.	Pilot-Controller Glossary
RECEIVING CONTROLLER		A controller/facility receiving control of an aircraft from another controller/facility.	Pilot-Controller Glossary
RECEIVING FACILITY		(See RECEIVING CONTROLLER.)	Pilot-Controller Glossary
RECONFORMANCE		The automated process of bringing an aircraft's Current Plan Trajectory into conformance with its track.	Pilot-Controller Glossary
REDUCE SPEED TO (SPEED)-		(See SPEED ADJUSTMENT.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RELEASE TIME		A departure time restriction issued to a pilot by ATC (either directly or through an authorized relay) when necessary to separate a departing aircraft from other traffic.	Pilot-Controller Glossary
RELEASE TIME [ICAO]		Time prior to which an aircraft should be given further clearance or prior to which it should not proceed in case of radio failure.	Pilot-Controller Glossary
REMOTE AIRPORT ADVISORY	RAA	A remote service which may be provided by facilities, which are not located on the landing airport, but have a discrete ground-to-air communication frequency or tower frequency when the tower is closed, automated weather reporting with voice available to the pilot at the landing airport, and a continuous ASOS/AWOS data display, other direct reading instruments, or manual observation is available to the AFSS specialist.	Pilot-Controller Glossary
REMOTE AIRPORT INFORMATION SERVICE	RAIS	A temporary service provided by facilities, which are not located on the landing airport, but have communication capability and automated weather reporting available to the pilot at the landing airport.	Pilot-Controller Glossary
REMOTE COMMUNICATIONS AIR/GROUND FACILITY	RCAG	An unmanned VHF/UHF transmitter/receiver facility which is used to expand ARTCC air/ground communications coverage and to facilitate direct contact between pilots and controllers. RCAG facilities are sometimes not equipped with emergency frequencies 121.5 MHz and 243.0 MHz.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
REMOTE COMMUNICATIONS OUTLET	RCO	An unmanned communications facility remotely controlled by air traffic personnel. RCOs serve FSSs. RTRs serve terminal ATC facilities. An RCO or RTR may be UHF or VHF and will extend the communication range of the air traffic facility. There are several classes of RCOs and RTRs. The class is determined by the number of transmitters or receivers. Classes A through G are used primarily for air/ground purposes. RCO and RTR class O facilities are nonprotected outlets subject to undetected and prolonged outages. RCO (O's) and RTR (O's) were established for the express purpose of providing ground-to-ground communications between air traffic control specialists and pilots located at a satellite airport for delivering en route clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times. As a secondary function, they may be used for advisory purposes whenever the aircraft is below the coverage of the primary air/ground frequency.	Pilot-Controller Glossary
REMOTE TRANSMITTER/RECEIVER	RTR	(See REMOTE COMMUNICATIONS OUTLET.)	Pilot-Controller Glossary
Report		Used to instruct pilots to advise ATC of specified information; e.g., "Report passing Hamilton VOR."	Pilot-Controller Glossary
REPORTING POINT		A geographical location in relation to which the position of an aircraft is reported.	Pilot-Controller Glossary
REPORTING POINT [ICAO]		A specified geographical location in relation to which the position of an aircraft can be reported.	Pilot-Controller Glossary
REQUEST FULL ROUTE CLEARANCE	FRC	Used by pilots to request that the entire route of flight be read verbatim in an ATC clearance. Such request should be made to preclude receiving an ATC clearance based on the original filed flight plan when a filed IFR flight plan has been revised by the pilot, company, or operations prior to departure.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Required Navigation Performance	RNP	A statement of the navigational performance necessary for operation within a defined airspace. The following terms are commonly associated with RNP: a. Required Navigation Performance Level or Type (RNP-X). A value, in nautical miles (NM), from the intended horizontal position within which an aircraft would be at least 95-percent of the total flying time. b. Required Navigation Performance (RNP) Airspace. A generic term designating airspace, route (s), leg (s), operation (s), or procedure (s) where minimum required navigational performance (RNP) have been established. c. Actual Navigation Performance (ANP). A measure of the current estimated navigational performance. Also referred to as Estimated Position Error (EPE). d. Estimated Position Error (EPE). A measure of the current estimated navigational performance. Also referred to as Actual Navigation Performance (ANP). e. Lateral Navigation (LNAV). A function of area navigation (RNAV) equipment which calculates, displays, and provides lateral guidance to a profile or path. f. Vertical Navigation (VNAV). A function of area navigation (RNAV) equipment which calculates, displays, and provides vertical guidance to a profile or path.	Pilot-Controller Glossary
RESCUE COORDINATION CENTER	RCC	A search and rescue (SAR) facility equipped and manned to coordinate and control SAR operations in an area designated by the SAR plan. The U.S. Coast Guard and the U.S. Air Force have responsibility for the operation of RCCs.	Pilot-Controller Glossary
RESCUE CO-ORDINATION CENTRE [ICAO]		A unit responsible for promoting efficient organization of search and rescue service and for coordinating the conduct of search and rescue operations within a search and rescue region.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Standard Instrument Departure	SID	A preplanned instrument flight rule (IFR) air traffic control (ATC) departure procedure printed for pilot/controller use in graphic form to provide obstacle clearance and a transition from the terminal area to the appropriate en route structure. SIDs are primarily designed for system enhancement to expedite traffic flow and to reduce pilot/controller workload. ATC clearance must always be received prior to flying a SID.	Pilot-Controller Glossary
STANDARD RATE TURN		A turn of three degrees per second.	Pilot-Controller Glossary
STANDARD TERMINAL ARRIVAL	STAR	A preplanned instrument flight rule (IFR) air traffic control arrival procedure published for pilot use in graphic and/or textual form. STARs provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area.	Pilot-Controller Glossary
STANDARD TERMINAL ARRIVAL CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
STANDARD TERMINAL AUTOMATION REPLACEMENT SYSTEM	STARS	(See DTAS.)	Pilot-Controller Glossary
STATE AIRCRAFT		Aircraft used in military, customs and police service, in the exclusive service of any government, or of any political subdivision, thereof including the government of any state, territory, or possession of the United States or the District of Columbia, but not including any government-owned aircraft engaged in carrying persons or property for commercial purposes.	Pilot-Controller Glossary
STATIC RESTRICTIONS		Those restrictions that are usually not subject to change, fixed, in place, and/or published.	Pilot-Controller Glossary
STATIONARY RESERVATIONS		Altitude reservations which encompass activities in a fixed area. Stationary reservations may include activities, such as special tests of weapons systems or equipment, certain U.S. Navy carrier, fleet, and anti-submarine operations, rocket, missile and drone operations, and certain aerial refueling or similar operations.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
STEP TAXI		To taxi a float plane at full power or high RPM.	Pilot-Controller Glossary
STEP TURN		A maneuver used to put a float plane in a planing configuration prior to entering an active sea lane for takeoff. The STEP TURN maneuver should only be used upon pilot request.	Pilot-Controller Glossary
STEPDOWN FIX		A fix permitting additional descent within a segment of an instrument approach procedure by identifying a point at which a controlling obstacle has been safely overflown.	Pilot-Controller Glossary
STEREO ROUTE		A routinely used route of flight established by users and ARTCCs identified by a coded name; e.g., ALPHA 2. These routes minimize flight plan handling and communications.	Pilot-Controller Glossary
STOP ALTITUDE SQUAWK		Used by ATC to inform an aircraft to turn-off the automatic altitude reporting feature of its transponder. It is issued when the verbally reported altitude varies 300 feet or more from the automatic altitude report.	Pilot-Controller Glossary
STOP AND GO		A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point.	Pilot-Controller Glossary
STOP BURST		(See STOP STREAM.)	Pilot-Controller Glossary
STOP BUZZER		(See STOP STREAM.)	Pilot-Controller Glossary
STOP SQUAWK (Mode or Code)		Used by ATC to tell the pilot to turn specified functions of the aircraft transponder off.	Pilot-Controller Glossary
STOP STREAM		Used by ATC to request a pilot to suspend electronic attack activity.	Pilot-Controller Glossary
STOPOVER FLIGHT PLAN		A flight plan format which permits in a single submission the filing of a sequence of flight plans through interim full-stop destinations to a final destination.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
STOPWAY		An area beyond the takeoff runway no less wide than the runway and centered upon the extended centerline of the runway, able to support the airplane during an aborted takeoff, without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff.	Pilot-Controller Glossary
STRAIGHT-IN APPROACH IFR		An instrument approach wherein final approach is begun without first having executed a procedure turn, not necessarily completed with a straight-in landing or made to straight-in landing minimums.	Pilot-Controller Glossary
STRAIGHT-IN APPROACH VFR		Entry into the traffic pattern by interception of the extended runway centerline (final approach course) without executing any other portion of the traffic pattern.	Pilot-Controller Glossary
STRAIGHT-IN LANDING		A landing made on a runway aligned within 30° of the final approach course following completion of an instrument approach.	Pilot-Controller Glossary
STRAIGHT-IN LANDING MINIMUMS		(See LANDING MINIMUMS.)	Pilot-Controller Glossary
STRAIGHT-IN MINIMUMS		(See STRAIGHT-IN LANDING MINIMUMS.)	Pilot-Controller Glossary
STRATEGIC PLANNING		Planning whereby solutions are sought to resolve potential conflicts.	Pilot-Controller Glossary
SUBSTITUTE ROUTE		A route assigned to pilots when any part of an airway or route is unusable because of NAVAID status. These routes consist of: a.?Substitute routes which are shown on U.S. Government charts. b.?Routes defined by ATC as specific NAVAID radials or courses. c.?Routes defined by ATC as direct to or between NAVAIDs.	Pilot-Controller Glossary
SUNSET AND SUNRISE		The mean solar times of sunset and sunrise as published in the Nautical Almanac, converted to local standard time for the locality concerned. Within Alaska, the end of evening civil twilight and the beginning of morning civil twilight, as defined for each locality.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SUPER HIGH FREQUENCY	SHF	The frequency band between 3 and 30 gigahertz (GHz). The elevation and azimuth stations of the microwave landing system operate from 5031 MHz to 5091 MHz in this spectrum.	Pilot-Controller Glossary
SUPPLEMENTAL WEATHER SERVICE LOCATION	SWSL	Airport facilities staffed with contract personnel who take weather observations and provide current local weather to pilots via telephone or radio. (All other services are provided by the parent FSS.)	Pilot-Controller Glossary
SUPPS		Refers to ICAO Document 7030 Regional Supplementary Procedures. SUPPS contain procedures for each ICAO Region which are unique to that Region and are not covered in the worldwide provisions identified in the ICAO Air Navigation Plan. Procedures contained in Chapter 8 are based in part on those published in SUPPS.	Pilot-Controller Glossary
SURFACE AREA		The airspace contained by the lateral boundary of the Class B, C, D, or E airspace designated for an airport that begins at the surface and extends upward.	Pilot-Controller Glossary
SURPIC		A description of surface vessels in the area of a Search and Rescue incident including their predicted positions and their characteristics. (Refer to FAAO JO 7110.65, Para 10-6-4, INFLIGHT CONTINGENCIES.)	Pilot-Controller Glossary
SURVEILLANCE APPROACH		An instrument approach wherein the air traffic controller issues instructions, for pilot compliance, based on aircraft position in relation to the final approach course (azimuth), and the distance (range) from the end of the runway as displayed on the controller's radar scope. The controller will provide recommended altitudes on final approach if requested by the pilot.	Pilot-Controller Glossary
Core Data Elements		Data elements that are shared across organizational lines, support mission critical functions, or represent the greatest data needs of the agency and its customers.	FAAO 1375.1D FAA Data/Information Management
TRANSPONDER OBSERVED		Phraseology used to inform a VFR pilot the aircraft’s assigned beacon code and position have been observed. Specifically, this term conveys to a VFR pilot the transponder reply has been observed and its position correlated for transit through the designated area.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TRIAL PLAN		A proposed amendment which utilizes automation to analyze and display potential conflicts along the predicted trajectory of the selected aircraft.	Pilot-Controller Glossary
TURBOJET AIRCRAFT		An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates the air compressor.	Pilot-Controller Glossary
TURBOPROP AIRCRAFT		An aircraft having a jet engine in which the energy of the jet operates a turbine which drives the propeller.	Pilot-Controller Glossary
TURN (left/right) IMMEDIATELY		(See SAFETY ALERT.)	Pilot-Controller Glossary
TURN ANTICIPATION		(maneuver anticipation).	Pilot-Controller Glossary
TWO-WAY RADIO COMMUNICATIONS FAILURE		(See LOST COMMUNICATIONS.)	Pilot-Controller Glossary
UHF DIRECTION FINDER	UDF	(See DIRECTION FINDER.)	Pilot-Controller Glossary
UHF-VHF Direction Finder	UVDF	(See DIRECTION FINDER.)	Pilot-Controller Glossary
ULTRAHIGH FREQUENCY	UHF	The frequency band between 300 and 3,000 MHz. The bank of radio frequencies used for military air/ground voice communications. In some instances this may go as low as 225 MHz and still be referred to as UHF.	Pilot-Controller Glossary
ULTRALIGHT VEHICLE		An aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes. Operation of an ultralight vehicle in certain airspace requires authorization from ATC. (Refer to 14 CFR Part 103.)	Pilot-Controller Glossary
UNABLE		Indicates inability to comply with a specific instruction, request, or clearance.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
UNASSOCIATE		A radar target that does not display a data block with flight identification and altitude information.	Pilot-Controller Glossary
UNDER THE HOOD		Indicates that the pilot is using a hood to restrict visibility outside the cockpit while simulating instrument flight. An appropriately rated pilot is required in the other control seat while this operation is being conducted. (Refer to 14 CFR Part 91.)	Pilot-Controller Glossary
UNFROZEN		The Scheduled Time of Arrival (STA) tags, which are still being rescheduled by traffic management advisor (TMA) calculations. The aircraft will remain unfrozen until the time the corresponding estimated time of arrival (ETA) tag passes the preset freeze horizon for that aircraft's stream class. At this point the automatic rescheduling will stop, and the STA becomes "frozen."	Pilot-Controller Glossary
UNICOM		A nongovernment communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.	Pilot-Controller Glossary
UNPUBLISHED ROUTE		A route for which no minimum altitude is published or charted for pilot use. It may include a direct route between NAVAIDs, a radial, a radar vector, or a final approach course beyond the segments of an instrument approach procedure.	Pilot-Controller Glossary
UNRELIABLE (GPS/WAAS)		An advisory to pilots indicating the expected level of service of the GPS and/or WAAS may not be available. Pilots must then determine the adequacy of the signal for desired use.	Pilot-Controller Glossary
UPWIND LEG		(See TRAFFIC PATTERN.)	Pilot-Controller Glossary
URGENCY		A condition of being concerned about safety and of requiring timely but not immediate assistance; a potential distress condition.	Pilot-Controller Glossary
URGENCY [ICAO]		A condition concerning the safety of an aircraft or other vehicle, or of person on board or in sight, but which does not require immediate assistance.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
USER REQUEST EVALUATION TOOL	URET	User Request Evaluation Tool is an automated tool provided at each Radar Associate position in selected En Route facilities. This tool utilizes flight and radar data to determine present and future trajectories for all active and proposal aircraft and provides enhanced, automated flight data management.	Pilot-Controller Glossary
VECTOR		A heading issued to an aircraft to provide navigational guidance by radar.	Pilot-Controller Glossary
VERIFY		Request confirmation of information; e.g., "verify assigned altitude."	Pilot-Controller Glossary
VERIFY SPECIFIC DIRECTION OF TAKEOFF (OR TURNS AFTER TAKEOFF)		Used by ATC to ascertain an aircraft's direction of takeoff and/or direction of turn after takeoff. It is normally used for IFR departures from an airport not having a control tower. When direct communication with the pilot is not possible, the request and information may be relayed through an FSS, dispatcher, or by other means.	Pilot-Controller Glossary
VERTEX		The last fix adapted on the arrival speed segments. Normally, it will be the outer marker of the runway in use. However, it may be the actual threshold or other suitable common point on the approach path for the particular runway configuration.	Pilot-Controller Glossary
VERTEX TIME OF ARRIVAL	VTA	A calculated time of aircraft arrival over the adapted vertex for the runway configuration in use. The time is calculated via the optimum flight path using adapted speed segments.	Pilot-Controller Glossary
Vertical Navigation	VNAV	A function of area navigation (RNAV) equipment which calculates, displays, and provides vertical guidance to a profile or path.	Pilot-Controller Glossary
VERTICAL SEPARATION		Separation established by assignment of different altitudes or flight levels.	Pilot-Controller Glossary
VERTICAL SEPARATION [ICAO]		Separation between aircraft expressed in units of vertical distance.	Pilot-Controller Glossary
VERTICAL TAKEOFF AND LANDING AIRCRAFT	VTOL AIRCRAFT	Aircraft capable of vertical climbs and/or descents and of using very short runways or small areas for takeoff and landings. These aircraft include, but are not limited to, helicopters.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Very High Frequency	VHF	The frequency band between 30 and 300Â MHz. Portions of this band, 108 to 118Â MHz, are used for certain NAVAIDs; 118 to 136Â MHz are used for civil air/ground voice communications. Other frequencies in this band are used for purposes not related to air traffic control.	Pilot-Controller Glossary
VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION	VOR	A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the National Airspace System. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature. Voice features may be used by ATC or FSS for transmitting instructions/information to pilots.	Pilot-Controller Glossary
VERY LOW FREQUENCY	VLF	The frequency band between 3 and 30 kHz.	Pilot-Controller Glossary
VFR AIRCRAFT		An aircraft conducting flight in accordance with visual flight rules.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
RUNWAY USE PROGRAM		A noise abatement runway selection plan designed to enhance noise abatement efforts with regard to airport communities for arriving and departing aircraft. These plans are developed into runway use programs and apply to all turbojet aircraft 12,500 pounds or heavier; turbojet aircraft less than 12,500 pounds are included only if the airport proprietor determines that the aircraft creates a noise problem. Runway use programs are coordinated with FAA offices, and safety criteria used in these programs are developed by the Office of Flight Operations. Runway use programs are administered by the Air Traffic Service as "Formal" or "Informal" programs. a.?Formal Runway Use Program- An approved noise abatement program which is defined and acknowledged in a Letter of Understanding between Flight Operations, Air Traffic Service, the airport proprietor, and the users. Once established, participation in the program is mandatory for aircraft operators and pilots as provided for in 14 CFR Section 91.129. b.?Informal Runway Use Program- An approved noise abatement program which does not require a Letter of Understanding, and participation in the program is voluntary for aircraft operators/pilots.	Pilot-Controller Glossary
RUNWAY VISIBILITY VALUE		(See VISIBILITY.)	Pilot-Controller Glossary
RUNWAY VISUAL RANGE		(See VISIBILITY.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SAFETY ALERT		A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions, or other aircraft. The controller may discontinue the issuance of further alerts if the pilot advises he/she is taking action to correct the situation or has the other aircraft in sight. a.?Terrain/Obstruction Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain/obstructions; e.g., "Low Altitude Alert, check your altitude immediately." b.?Aircraft Conflict Alert- A safety alert issued by ATC to aircraft under their control if ATC is aware of an aircraft that is not under their control at an altitude which, in the controller's judgment, places both aircraft in unsafe proximity to each other. With the alert, ATC will offer the pilot an alternate course of action when feasible; e.g., "Traffic Alert, advise you turn right heading zero niner zero or climb to eight thousand immediately." Note:?The issuance of a safety alert is contingent upon the capability of the controller to have an awareness of an unsafe condition. The course of action provided will be predicated on other traffic under ATC control. Once the alert is issued, it is solely the pilot's prerogative to determine what course of action, if any, he/she will take.	Pilot-Controller Glossary
SAFETY LOGIC SYSTEM		A software enhancement to ASDE-3, ASDE-X, and ASDE-3X, that predicts the path of aircraft landing and/or departing, and/or vehicular movements on runways. Visual and aural alarms are activated when the safety logic projects a potential collision. The Airport Movement Area Safety System (AMASS) is a safety logic system enhancement to the ASDE-3. The Safety Logic System for ASDE-X and ASDE-3X is an integral part of the software program.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SAFETY LOGIC SYSTEM ALERTS		a.?ALERT- An actual situation involving two real safety logic tracks (aircraft/aircraft, aircraft/vehicle, or aircraft/other tangible object) that safety logic has predicted will result in an imminent collision, based upon the current set of Safety Logic parameters. b.?FALSE ALERT- 1.?Alerts generated by one or more false surface-radar targets that the system has interpreted as real tracks and placed into safety logic. 2.?Alerts in which the safety logic software did not perform correctly, based upon the design specifications and the current set of Safety Logic parameters. c.?NUISANCE ALERT- An alert in which one or more of the following is true: 1.?The alert is generated by a known situation that is not considered an unsafe operation, such as LAHSO or other approved operations. 2.?The alert is generated by inaccurate secondary radar data received by the Safety Logic System. 3.?The alert is generated by surface radar targets caused by moderate or greater precipitation. 4.?One or more of the aircraft involved in the alert is not intending to use a runway (i.e., helicopter, pipeline patrol, non-Mode C overflight, etc.). d.?VALID NON-ALERT- A situation in which the safety logic software correctly determines that an alert is not required, based upon the design specifications and the current set of Safety Logic parameters. e.?I NVALID NON-ALERT- A situation in which the safety logic software did not issue an alert when an alert was required, based upon the design specifications.	Pilot-Controller Glossary
SAIL BACK		A maneuver during high wind conditions (usually with power off) where float plane movement is controlled by water rudders/opening and closing cabin doors.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SAME DIRECTION AIRCRAFT		Aircraft are operating in the same direction when: a.?They are following the same track in the same direction; or b.?Their tracks are parallel and the aircraft are flying in the same direction; or c.?Their tracks intersect at an angle of less than 45 degrees.	Pilot-Controller Glossary
SAY AGAIN		Used to request a repeat of the last transmission. Usually specifies transmission or portion thereof not understood or received; e.g., "Say again all after ABRAM VOR."	Pilot-Controller Glossary
SAY ALTITUDE		Used by ATC to ascertain an aircraft's specific altitude/flight level. When the aircraft is climbing or descending, the pilot should state the indicated altitude rounded to the nearest 100 feet.	Pilot-Controller Glossary
SAY HEADING		Used by ATC to request an aircraft heading. The pilot should state the actual heading of the aircraft.	Pilot-Controller Glossary
SCHEDULED TIME OF ARRIVAL	STA	A STA is the desired time that an aircraft should cross a certain point (landing or metering fix). It takes other traffic and airspace configuration into account. A STA time shows the results of the TMA scheduler that has calculated an arrival time according to parameters such as optimized spacing, aircraft performance, and weather.	Pilot-Controller Glossary
SEA LANE		A designated portion of water outlined by visual surface markers for and intended to be used by aircraft designed to operate on water.	Pilot-Controller Glossary
SEARCH AND RESCUE	SAR	A service which seeks missing aircraft and assists those found to be in need of assistance. It is a cooperative effort using the facilities and services of available Federal, state and local agencies. The U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for search and rescue for the Inland Region. Information pertinent to search and rescue should be passed through any air traffic facility or be transmitted directly to the Rescue Coordination Center by telephone.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SEARCH AND RESCUE FACILITY		A facility responsible for maintaining and operating a search and rescue (SAR) service to render aid to persons and property in distress. It is any SAR unit, station, NET, or other operational activity which can be usefully employed during an SAR Mission; e.g., a Civil Air Patrol Wing, or a Coast Guard Station.	Pilot-Controller Glossary
SECONDARY RADAR TARGET		A target derived from a transponder return presented on a radar display.	Pilot-Controller Glossary
SECTIONAL AERONAUTICAL CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
SECTOR LIST DROP INTERVAL	SLDI	A parameter number of minutes after the meter fix time when arrival aircraft will be deleted from the arrival sector list.	Pilot-Controller Glossary
SECURITY SERVICES AIRSPACE		Areas established through the regulatory process or by NOTAM, issued by the Administrator under title 14, CFR, sections 99.7, 91.141, and 91.139, which specify that ATC security services are required; i.e., ADIZ or temporary flight rules areas.	Pilot-Controller Glossary
SEE AND AVOID		When weather conditions permit, pilots operating IFR or VFR are required to observe and maneuver to avoid other aircraft. Right-of-way rules are contained in 14 CFR Part 91.	Pilot-Controller Glossary
SEGMENTED CIRCLE		When weather conditions permit, pilots operating IFR or VFR are required to observe and maneuver to avoid other aircraft. Right-of-way rules are contained in 14 CFR Part 91.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE		An instrument approach procedure may have as many as four separate segments depending on how the approach procedure is structured. a.?Initial Approach- The segment between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course. (See ICAO term INITIAL APPROACH SEGMENT.) b.?Intermediate Approach- The segment between the intermediate fix or point and the final approach fix. (See ICAO term INTERMEDIATE APPROACH SEGMENT.) c.?Final Approach- The segment between the final approach fix or point and the runway, airport, or missed approach point. (See ICAO term FINAL APPROACH SEGMENT.) d.?Missed Approach- The segment between the missed approach point or the point of arrival at decision height and the missed approach fix at the prescribed altitude. (Refer to 14 CFR Part 97.)	Pilot-Controller Glossary
Separation		In air traffic control, the spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.	Pilot-Controller Glossary
SEPARATION [ICAO]		Spacing between aircraft, levels or tracks.	Pilot-Controller Glossary
SEPARATION MINIMA		The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.	Pilot-Controller Glossary
SERVICE		A generic term that designates functions or assistance available from or rendered by air traffic control. For example, Class C service would denote the ATC services provided within a Class C airspace area.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SEVERE WEATHER AVOIDANCE PLAN	SWAP	An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.	Pilot-Controller Glossary
SEVERE WEATHER FORECAST ALERT	AWW	(See SEVERE WEATHER FORECAST ALERTS.)	Pilot-Controller Glossary
SEVERE WEATHER FORECAST ALERTS		Preliminary messages issued in order to alert users that a Severe Weather Watch Bulletin (WW) is being issued. These messages define areas of possible severe thunderstorms or tornado activity. The messages are unscheduled and issued as required by the Storm Prediction Center (SPC) at Norman, Oklahoma.	Pilot-Controller Glossary
SHORT RANGE CLEARANCE		A clearance issued to a departing IFR flight which authorizes IFR flight to a specific fix short of the destination while air traffic control facilities are coordinating and obtaining the complete clearance.	Pilot-Controller Glossary
SHORT TAKEOFF AND LANDING AIRCRAFT	STOL AIRCRAFT	An aircraft which, at some weight within its approved operating weight, is capable of operating from a STOL runway in compliance with the applicable STOL characteristics, airworthiness, operations, noise, and pollution standards.	Pilot-Controller Glossary
SIDESTEP MANEUVER		A visual maneuver accomplished by a pilot at the completion of an instrument approach to permit a straight-in landing on a parallel runway not more than 1,200 feet to either side of the runway to which the instrument approach was conducted.	Pilot-Controller Glossary
SIGMET		A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.	Pilot-Controller Glossary
SIGMET INFORMATION [ICAO]		Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SIGNIFICANT METEOROLOGICAL INFORMATION		(See SIGMET.)	Pilot-Controller Glossary
SIGNIFICANT POINT		A point, whether a named intersection, a NAVAID, a fix derived from a NAVAID(s), or geographical coordinate expressed in degrees of latitude and longitude, which is established for the purpose of providing separation, as a reporting point, or to delineate a route of flight.	Pilot-Controller Glossary
SIMPLIFIED DIRECTIONAL FACILITY	SDF	A NAVAID used for nonprecision instrument approaches. The final approach course is similar to that of an ILS localizer except that the SDF course may be offset from the runway, generally not more than 3 degrees, and the course may be wider than the localizer, resulting in a lower degree of accuracy.	Pilot-Controller Glossary
SIMULATED FLAMEOUT	SFO	A practice approach by a jet aircraft (normally military) at idle thrust to a runway. The approach may start at a runway (high key) and may continue on a relatively high and wide downwind leg with a continuous turn to final. It terminates in landing or low approach. The purpose of this approach is to simulate a flameout.	Pilot-Controller Glossary
SIMULTANEOUS ILS APPROACHES		An approach system permitting simultaneous ILS/MLS approaches to airports having parallel runways separated by at least 4,300 feet between centerlines. Integral parts of a total system are ILS/MLS, radar, communications, ATC procedures, and appropriate airborne equipment.	Pilot-Controller Glossary
SIMULTANEOUS MLS APPROACHES		(See SIMULTANEOUS ILS APPROACHES.)	Pilot-Controller Glossary
SINGLE DIRECTION ROUTES		Preferred IFR Routes which are sometimes depicted on high altitude en route charts and which are normally flown in one direction only.	Pilot-Controller Glossary
Aircraft Class		A grouping of aircraft types according to flight characteristics.	FAA-IMS
Airport		A facility which handles a high volume of Instrument Flight Rules (IFR) air traffic. It has a fix name adapted in airport adaptation with complete airport data. This airport may have one or more satellite airports associated with it.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
TERRAIN FOLLOWING	TF	The flight of a military aircraft maintaining a constant AGL altitude above the terrain or the highest obstruction. The altitude of the aircraft will constantly change with the varying terrain and/or obstruction.	Pilot-Controller Glossary
TETRAHEDRON		A device normally located on uncontrolled airports and used as a landing direction indicator. The small end of a tetrahedron points in the direction of landing. At controlled airports, the tetrahedron, if installed, should be disregarded because tower instructions supersede the indicator.	Pilot-Controller Glossary
THAT IS CORRECT		The understanding you have is right.	Pilot-Controller Glossary
Threshold		The beginning of that portion of the runway usable for landing.	Pilot-Controller Glossary
THRESHOLD CROSSING HEIGHT	TCH	The theoretical height above the runway threshold at which the aircraft's glideslope antenna would be if the aircraft maintains the trajectory established by the mean ILS glideslope or MLS glidepath.	Pilot-Controller Glossary
TIME GROUP		Four digits representing the hour and minutes from the Coordinated Universal Time (UTC) clock. FAA uses UTC for all operations. The term "ZULU" may be used to denote UTC. The word "local" or the time zone equivalent shall be used to denote local when local time is given during radio and telephone communications. When written, a time zone designator is used to indicate local time; e.g. "0205M" (Mountain). The local time may be based on the 24-hour clock system. The day begins at 0000 and ends at 2359.	Pilot-Controller Glossary
TORCHING		The burning of fuel at the end of an exhaust pipe or stack of a reciprocating aircraft engine, the result of an excessive richness in the fuel air mixture.	Pilot-Controller Glossary
TOTAL ESTIMATED ELAPSED TIME [ICAO]		For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TOUCH-AND-GO		An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.	Pilot-Controller Glossary
TOUCH-AND-GO LANDING		(See TOUCH-AND-GO.)	Pilot-Controller Glossary
TOUCHDOWN		a.?The point at which an aircraft first makes contact with the landing surface. b.?Concerning a precision radar approach (PAR), it is the point where the glide path intercepts the landing surface.	Pilot-Controller Glossary
TOUCHDOWN [ICAO]		The point where the nominal glide path intercepts the runway. Note:?Touchdown as defined above is only a datum and is not necessarily the actual point at which the aircraft will touch the runway.	Pilot-Controller Glossary
TOUCHDOWN RVR		(See VISIBILITY.)	Pilot-Controller Glossary
TOUCHDOWN ZONE		The first 3,000 feet of the runway beginning at the threshold. The area is used for determination of Touchdown Zone Elevation in the development of straight-in landing minimums for instrument approaches.	Pilot-Controller Glossary
TOUCHDOWN ZONE [ICAO]		The portion of a runway, beyond the threshold, where it is intended landing aircraft first contact the runway.	Pilot-Controller Glossary
TOUCHDOWN ZONE ELEVATION	TDZE	The highest elevation in the first 3,000 feet of the landing surface. TDZE is indicated on the instrument approach procedure chart when straight-in landing minimums are authorized.	Pilot-Controller Glossary
TOUCHDOWN ZONE LIGHTING		(See AIRPORT LIGHTING.)	Pilot-Controller Glossary
TOWER		A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or nonradar).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TOWER EN ROUTE CONTROL SERVICE		The control of IFR en route traffic within delegated airspace between two or more adjacent approach control facilities. This service is designed to expedite traffic and reduce control and pilot communication requirements.	Pilot-Controller Glossary
TOWER TO TOWER		(See TOWER EN ROUTE CONTROL SERVICE.)	Pilot-Controller Glossary
TPX-42		A numeric beacon decoder equipment/system. It is designed to be added to terminal radar systems for beacon decoding. It provides rapid target identification, reinforcement of the primary radar target, and altitude information from Mode C.	Pilot-Controller Glossary
TRACEABLE PRESSURE STANDARD		The facility station pressure instrument, with certification/calibration traceable to the National Institute of Standards and Technology. Traceable pressure standards may be mercurial barometers, commissioned ASOS or dual transducer AWOS, or portable pressure standards or DASI.	Pilot-Controller Glossary
Track		The actual flight path of an aircraft over the surface of the earth.	Pilot-Controller Glossary
TRACK [ICAO]		The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (True, Magnetic, or Grid).	Pilot-Controller Glossary
TRAFFIC		a.?A term used by a controller to transfer radar identification of an aircraft to another controller for the purpose of coordinating separation action. Traffic is normally issued: 1.?In response to a handoff or point out, 2.?In anticipation of a handoff or point out, or 3.?In conjunction with a request for control of an aircraft. b.?A term used by ATC to refer to one or more aircraft.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Traffic Advisories		Advisories issued to alert pilots to other known or observed air traffic which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention. Such advisories may be based on: a. Visual observation. b. Observation of radar identified and nonidentified aircraft targets on an ATC radar display, or c. Verbal reports from pilots or other facilities. Note 1: The word "traffic" followed by additional information, if known, is used to provide such advisories; e.g., "Traffic, 2 o'clock, one zero miles, southbound, eight thousand." Note 2: Traffic advisory service will be provided to the extent possible depending on higher priority duties of the controller or other limitations; e.g., radar limitations, volume of traffic, frequency congestion, or controller workload. Radar/ nonradar traffic advisories do not relieve the pilot of his/her responsibility to see and avoid other aircraft. Pilots are cautioned that there are many times when the controller is not able to give traffic advisories concerning all traffic in the aircraft's proximity; in other words, when a pilot requests or is receiving traffic advisories, he/she should not assume that all traffic will be issued.	Pilot-Controller Glossary
TRAFFIC ALERT (aircraft call sign)		(See SAFETY ALERT.)	Pilot-Controller Glossary
Traffic Alert and Collision Avoidance System	TCAS	An airborne collision avoidance system based on radar beacon signals which operates independent of ground-based equipment. TCAS-I generates traffic advisories only. TCAS-II generates traffic advisories, and resolution (collision avoidance) advisories in the vertical plane.	Pilot-Controller Glossary
TRAFFIC IN SIGHT		Used by pilots to inform a controller that previously issued traffic is in sight.	Pilot-Controller Glossary
TRAFFIC INFORMATION		(See TRAFFIC ADVISORIES.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TRAFFIC MANAGEMENT ADVISOR	TMA	A computerized tool which assists Traffic Management Coordinators to efficiently schedule arrival traffic to a metered airport, by calculating meter fix times and delays then sending that information to the sector controllers.	Pilot-Controller Glossary
TRAFFIC MANAGEMENT PROGRAM ALERT	TMPA	A term used in a Notice to Airmen (NOTAM) issued in conjunction with a special traffic management program to alert pilots to the existence of the program and to refer them to either the Notices to Airmen publication or a special traffic management program advisory message for program details. The contraction TMPA is used in NOTAM text.	Pilot-Controller Glossary
Traffic Management Unit	TMU	The entity in ARTCCs and designated terminals directly involved in the active management of facility traffic. Usually under the direct supervision of an assistant manager for traffic management.	Pilot-Controller Glossary
TRAFFIC NO FACTOR		Indicates that the traffic described in a previously issued traffic advisory is no factor.	Pilot-Controller Glossary
TRAFFIC NO LONGER OBSERVED		Indicates that the traffic described in a previously issued traffic advisory is no longer depicted on radar, but may still be a factor.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TRAFFIC PATTERN		The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. a.?Upwind Leg- A flight path parallel to the landing runway in the direction of landing. b.?Crosswind Leg- A flight path at right angles to the landing runway off its upwind end. c.?Downwind Leg- A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. d.?Base Leg- A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. e.?Final Approach. A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach.	Pilot-Controller Glossary
TRAFFIC SITUATION DISPLAY	TSD	TSD is a computer system that receives radar track data from all 20 CONUS ARTCCs, organizes this data into a mosaic display, and presents it on a computer screen. The display allows the traffic management coordinator multiple methods of selection and highlighting of individual aircraft or groups of aircraft. The user has the option of superimposing these aircraft positions over any number of background displays. These background options include ARTCC boundaries, any stratum of en route sector boundaries, fixes, airways, military and other special use airspace, airports, and geopolitical boundaries. By using the TSD, a coordinator can monitor any number of traffic situations or the entire systemwide traffic flows.	Pilot-Controller Glossary
Trajectory		A URET representation of the path an aircraft is predicted to fly based upon a Current Plan or Trial Plan.	Pilot-Controller Glossary
Trajectory Modeling		The automated process of calculating a trajectory.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TRANSCRIBED WEATHER BROADCAST	TWEB	A continuous recording of meteorological and aeronautical information that is broadcast on L/MF and VOR facilities for pilots. (Provided only in Alaska.)	Pilot-Controller Glossary
TRANSFER OF CONTROL		That action whereby the responsibility for the separation of an aircraft is transferred from one controller to another.	Pilot-Controller Glossary
TRANSFER OF CONTROL [ICAO]		Transfer of responsibility for providing air traffic control service.	Pilot-Controller Glossary
TRANSFERRING CONTROLLER		A controller/facility transferring control of an aircraft to another controller/facility. (See ICAO term TRANSFERRING UNIT/CONTROLLER.)	Pilot-Controller Glossary
TRANSFERRING FACILITY		(See TRANSFERRING CONTROLLER.)	Pilot-Controller Glossary
TRANSFERRING UNIT/CONTROLLER [ICAO]		Air traffic control unit/air traffic controller in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit/air traffic controller along the route of flight. Note:?See definition of accepting unit/controller.	Pilot-Controller Glossary
Transition		a. The general term that describes the change from one phase of flight or flight condition to another; e.g., transition from en route flight to the approach or transition from instrument flight to visual flight. b. A published procedure (DP Transition) used to connect the basic DP to one of several en route airways/jet routes, or a published procedure (STAR Transition) used to connect one of several en route airways/jet routes to the basic STAR. (Refer to DP/STAR Charts.)	Pilot-Controller Glossary
TRANSITION POINT		A point at an adapted number of miles from the vertex at which an arrival aircraft would normally commence descent from its en route altitude. This is the first fix adapted on the arrival speed segments.	Pilot-Controller Glossary
TRANSITION WAYPOINT		The waypoint that defines the beginning of a runway or en route transition on an RNAV SID or STAR.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TRANSITIONAL AIRSPACE		That portion of controlled airspace wherein aircraft change from one phase of flight or flight condition to another.	Pilot-Controller Glossary
TRANSMISSOMETER		An apparatus used to determine visibility by measuring the transmission of light through the atmosphere. It is the measurement source for determining runway visual range (RVR) and runway visibility value (RVV).	Pilot-Controller Glossary
TRANSMITTING IN THE BLIND		A transmission from one station to other stations in circumstances where two-way communication cannot be established, but where it is believed that the called stations may be able to receive the transmission.	Pilot-Controller Glossary
Transponder		The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Radar Beacon System (ATCRBS) which automatically receives radio signals from interrogators on the ground, and selectively replies with a specific reply pulse or pulse group only to those interrogations being received on the mode to which it is set to respond.	Pilot-Controller Glossary
TRANSPONDER [ICAO]		A receiver/transmitter which will generate a reply signal upon proper interrogation; the interrogation and reply being on different frequencies.	Pilot-Controller Glossary
TRANSPONDER CODES		(See CODES.)	Pilot-Controller Glossary
SYSTEM STRATEGIC NAVIGATION	SN	Military activity accomplished by navigating along a preplanned route using internal aircraft systems to maintain a desired track. This activity normally requires a lateral route width of 10 NM and altitude range of 1,000 feet to 6,000 feet AGL with some route segments that permit terrain following.	Pilot-Controller Glossary
TACAN-ONLY AIRCRAFT		An aircraft, normally military, possessing TACAN with DME but no VOR navigational system capability. Clearances must specify TACAN or VORTAC fixes and approaches.	Pilot-Controller Glossary
TACTICAL AIR NAVIGATION	TACAN	An ultra-high frequency electronic rho-theta air navigation aid which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN station.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TAILWIND		Any wind more than 90 degrees to the longitudinal axis of the runway. The magnetic direction of the runway shall be used as the basis for determining the longitudinal axis.	Pilot-Controller Glossary
TAKEOFF AREA		(See LANDING AREA.)	Pilot-Controller Glossary
TAKE-OFF DISTANCE AVAILABLE [ICAO]	TODA [ICAO]	The length of the take-off run available plus the length of the clearway, if provided.	Pilot-Controller Glossary
TAKE-OFF RUN AVAILABLE [ICAO]	TORA [ICAO]	The length of runway declared available and suitable for the ground run of an aeroplane take-off.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TARGET		The indication shown on an analog display resulting from a primary radar return or a radar beacon reply. (See ASSOCIATED.) (See DIGITAL TARGET.) (See DIGITIZED RADAR TARGET.) (See PRIMARY RADAR TARGET.) (See RADAR.) (See SECONDARY RADAR TARGET.) (See TARGET SYMBOL.) (See ICAO term TARGET.) (See UNASSOCIATED.) TARGET [ICAO]- In radar: a.?Generally, any discrete object which reflects or retransmits energy back to the radar equipment. b.?Specifically, an object of radar search or surveillance. TARGET RESOLUTION- A process to ensure that correlated radar targets do not touch. Target resolution shall be applied as follows: a.?Between the edges of two primary targets or the edges of the ASR-9 primary target symbol. b.?Between the end of the beacon control slash and the edge of a primary target. c.?Between the ends of two beacon control slashes. Note 1:?MANDATORY TRAFFIC ADVISORIES AND SAFETY ALERTS SHALL BE ISSUED WHEN THIS PROCEDURE IS USED. Note 2:?This procedure shall not be provided utilizing mosaic radar systems.	Pilot-Controller Glossary
TARGET SYMBOL		A computer-generated indication shown on a radar display resulting from a primary radar return or a radar beacon reply.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Taxi		The movement of an airplane under its own power on the surface of an airport (14 CFR Section 135.100 [Note]). Also, it describes the surface movement of helicopters equipped with wheels.	Pilot-Controller Glossary
TAXI PATTERNS		Patterns established to illustrate the desired flow of ground traffic for the different runways or airport areas available for use.	Pilot-Controller Glossary
TELEPHONE INFORMATION BRIEFING SERVICE	TIBS	A continuous telephone recording of meteorological and/or aeronautical information.	Pilot-Controller Glossary
TENTATIVE CALCULATED LANDING TIME	TCLT	A projected time calculated for adapted vertex for each arrival aircraft based upon runway configuration, airport acceptance rate, airport arrival delay period, and other metered arrival aircraft. This time is either the VTA of the aircraft or the TCLT/ACLT of the previous aircraft plus the AAI, whichever is later. This time will be updated in response to an aircraft's progress and its current relationship to other arrivals.	Pilot-Controller Glossary
Terminal Area		A general term used to describe airspace in which approach control service or airport traffic control service is provided.	Pilot-Controller Glossary
TERMINAL AREA FACILITY		A facility providing air traffic control service for arriving and departing IFR, VFR, Special VFR, and on occasion en route aircraft.	Pilot-Controller Glossary
TERMINAL AUTOMATION SYSTEMS	TAS	TAS is used to identify the numerous automated tracking systems including ARTS IIE, ARTS IIIA, ARTS IIIE, STARS, and MEARTS.	Pilot-Controller Glossary
TERMINAL DATA LINK SYSTEM	TDLS	A system that provides Digital Automatic Terminal Information Service (D-ATIS) both on a specified radio frequency and also, for subscribers, in a text message via data link to the cockpit or to a gate printer. TDLS also provides Pre-departure Clearances (PDC), at selected airports, to subscribers, through a service provider, in text to the cockpit or to a gate printer. In addition, TDLS will emulate the Flight Data Input/Output (FDIO) information within the control tower.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TERMINAL RADAR SERVICE AREA	TRSA	Airspace surrounding designated airports wherein ATC provides radar vectoring, sequencing, and separation on a full-time basis for all IFR and participating VFR aircraft. The AIM contains an explanation of TRSA. TRSAs are depicted on VFR aeronautical charts. Pilot participation is urged but is not mandatory.	Pilot-Controller Glossary
TERMINAL VFR RADAR SERVICE		A national program instituted to extend the terminal radar services provided instrument flight rules (IFR) aircraft to visual flight rules (VFR) aircraft. The program is divided into four types service referred to as basic radar service, terminal radar service area (TRSA) service, Class B service and Class C service. The type of service provided at a particular location is contained in the Airport/Facility Directory. a.?Basic Radar Service- These services are provided for VFR aircraft by all commissioned terminal radar facilities. Basic radar service includes safety alerts, traffic advisories, limited radar vectoring when requested by the pilot, and sequencing at locations where procedures have been established for this purpose and/or when covered by a letter of agreement. The purpose of this service is to adjust the flow of arriving IFR and VFR aircraft into the traffic pattern in a safe and orderly manner and to provide traffic advisories to departing VFR aircraft. b.?TRSA Service- This service provides, in addition to basic radar service, sequencing of all IFR and participating VFR aircraft to the primary airport and separation between all participating VFR aircraft. The purpose of this service is to provide separation between all participating VFR aircraft and all IFR aircraft operating within the area defined as a TRSA. c.?Class C Service- This service provides, in addition to basic radar service, approved separation between IFR and VFR aircraft, and sequencing of VFR aircraft, and sequencing of VFR arrivals to the primary airport. d.?Class B Service- This service provides, in addition to basic radar service, approved separation of aircraft based on IFR, VFR, and/or weight, and sequencing of VFR arrivals to the primary airport(s).	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
TERMINAL-VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION	TVOR	A very high frequency terminal omnirange station located on or near an airport and used as an approach aid.	Pilot-Controller Glossary
Terrain Awareness Warning System	TAWS	An on-board, terrain proximity alerting system providing the aircrew `Low Altitude warnings' to allow immediate pilot action.	Pilot-Controller Glossary
SINGLE FREQUENCY APPROACH	SFA	A service provided under a letter of agreement to military single-piloted turbojet aircraft which permits use of a single UHF frequency during approach for landing. Pilots will not normally be required to change frequency from the beginning of the approach to touchdown except that pilots conducting an en route descent are required to change frequency when control is transferred from the air route traffic control center to the terminal facility. The abbreviation "SFA" in the DOD FLIP IFR Supplement under "Communications" indicates this service is available at an aerodrome.	Pilot-Controller Glossary
SINGLE-PILOTED AIRCRAFT		A military turbojet aircraft possessing one set of flight controls, tandem cockpits, or two sets of flight controls but operated by one pilot is considered single-piloted by ATC when determining the appropriate air traffic service to be applied.	Pilot-Controller Glossary
SKYSPOTTER		A pilot who has received specialized training in observing and reporting inflight weather phenomena.	Pilot-Controller Glossary
SLASH		A radar beacon reply displayed as an elongated target.	Pilot-Controller Glossary
SLOT TIME		METER FIX TIME/SLOT TIME	Pilot-Controller Glossary
SLOW TAXI		To taxi a float plane at low power or low RPM.	Pilot-Controller Glossary
SPEAK SLOWER		Used in verbal communications as a request to reduce speech rate.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SPECIAL ACTIVITY AIRSPACE	SAA	Any airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon aircraft operations. This airspace may be restricted areas, prohibited areas, military operations areas, air ATC assigned airspace, and any other designated airspace areas. The dimensions of this airspace are programmed into URET and can be designated as either active or inactive by screen entry. Aircraft trajectories are constantly tested against the dimensions of active areas and alerts issued to the applicable sectors when violations are predicted.	Pilot-Controller Glossary
SPECIAL EMERGENCY		A condition of air piracy or other hostile act by a person(s) aboard an aircraft which threatens the safety of the aircraft or its passengers.	Pilot-Controller Glossary
SPECIAL INSTRUMENT APPROACH PROCEDURE		(See INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SPECIAL USE AIRSPACE		Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Types of special use airspace are: a.?Alert Area- Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. Alert Areas are depicted on aeronautical charts for the information of nonparticipating pilots. All activities within an Alert Area are conducted in accordance with Federal Aviation Regulations, and pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance. b.?Controlled Firing Area- Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground. c.?Military Operations Area (MOA)- A MOA is airspace established outside of Class A airspace area to separate or segregate certain nonhazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. (Refer to AIM.) d.?Prohibited Area- Airspace designated under 14 CFR Part 73 within which no person may operate an aircraft without the permission of the using agency. (Refer to AIM.) (Refer to En Route Charts.) e.?Restricted Area- Airspace designated under 14 CFR Part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency. Restricted areas are depicted on en route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown. (Refer to 14 CFR Part 73.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		(Refer to AIM.) f.?Warning Area- A warning area is airspace of defined dimensions extending from 3 nautical miles outward from the coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning area is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.	
SPECIAL VFR CONDITIONS		Meteorological conditions that are less than those required for basic VFR flight in Class B, C, D, or E surface areas and in which some aircraft are permitted flight under visual flight rules.	Pilot-Controller Glossary
SPECIAL VFR FLIGHT [ICAO]		A VFR flight cleared by air traffic control to operate within Class B, C, D, and E surface areas in metrological conditions below VMC.	Pilot-Controller Glossary
SPECIAL VFR OPERATIONS		Aircraft operating in accordance with clearances within Class B, C, D, and E surface areas in weather conditions less than the basic VFR weather minima. Such operations must be requested by the pilot and approved by ATC.	Pilot-Controller Glossary
SPEED		(See AIRSPEED.) (See GROUND SPEED.)	Pilot-Controller Glossary
SPEED ADJUSTMENT		An ATC procedure used to request pilots to adjust aircraft speed to a specific value for the purpose of providing desired spacing. Pilots are expected to maintain a speed of plus or minus 10 knots or 0.02 Mach number of the specified speed. Examples of speed adjustments are: a.?"Increase/reduce speed to Mach point (number.)" b.?"Increase/reduce speed to (speed in knots)" or "Increase/reduce speed (number of knots) knots."	Pilot-Controller Glossary
SPEED BRAKES		Moveable aerodynamic devices on aircraft that reduce airspeed during descent and landing.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
SPEED SEGMENTS		Portions of the arrival route between the transition point and the vertex along the optimum flight path for which speeds and altitudes are specified. There is one set of arrival speed segments adapted from each transition point to each vertex. Each set may contain up to six segments.	Pilot-Controller Glossary
SQUAWK (Mode, Code, Function)		Activate specific modes/codes/functions on the aircraft transponder; e.g., "Squawk three/alpha, two one zero five, low."	Pilot-Controller Glossary
STAGING/QUEUING		The placement, integration, and segregation of departure aircraft in designated movement areas of an airport by departure fix, EDCT, and/or restriction.	Pilot-Controller Glossary
STAND BY		Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy. "Stand by" is not an approval or denial.	Pilot-Controller Glossary
STANDARD INSTRUMENT APPROACH PROCEDURE	SIAP	(See INSTRUMENT APPROACH PROCEDURE.)	Pilot-Controller Glossary
NAS Architecture		An evolutionary descriptive plan for the aviation, air traffic management and air navigation system in terms of services, functions and performance provided to the users. (Source: FAAO 1800.66)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
NAS Technical Architecture		The technical portion of the NAS Architecture, which defines and translates services, capabilities and implementation steps into design solutions and their required technical characteristics. The technical characteristics are defined as “NAS-Level Requirements,” which explicitly translate the operational needs of the agency into functional, performance and constraint requirements that are sufficient to direct the appropriate design and development of NAS systems. NAS-Level Requirements are the highest level requirements maintained within the FAA and are initially used during Investment Analysis. (Source: FAAO 1800.66)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Process		A repeatable unit of work with recognizable starting and stopping points, using personnel, materials, tools, and information to create products and/or new information.	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Process Model			NAS/JPDO Enterprise Architecture Controlled Vocabulary
Sequencing Plan		A document that defines the strategy for changing the enterprise from the current baseline to the target architecture. It schedules multiple, concurrent, interdependent activities, and incremental builds that will evolve the enterprise. (Source: Practical Guide)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Service-Oriented Architecture		In Service Oriented Architectures, services, data, and workflow processes are enabled, through object-oriented languages, XML protocols, and standards, to be shared across the distributed, inter-connected set of users. A user discovers the set of shared service components and data that are appropriate for the user's application process through directory services. These services are dynamically invoked and assembled at run time, and intended to operate on data made available within 'shared spaces.' Service oriented architectures may take advantage of network-associated storage (NAS) or storage-area-networks (SANs) to distribute, stage, and manage information content and services. Publish and subscribe protocols to move data into 'shared spaces' enable the decoupling of information producers and consumers. Service-oriented architectures use n-tiered server architectures to meet the needs of distributed, interconnected users in the most efficient manner. Service-Oriented architectures are component-based (i.e., object-oriented) and machine independent. (Source: NCOW Reference Model)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Software Architecture		The structure of the components of a program/system, their interrelationships, and principles and guidelines governing their design and evolution over time. (Source: IEEE Transactions on Software Engineering Vol 21 No 4, April 1995, guest editorial by Garlan and Perry)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Spiral Development		A cyclic approach for incrementally increasing a system's degree of definition and functionality while decreasing its degree of risk. The process provides the opportunity for interaction between the user, tester and developer. In addition, spiral development can consist of a single or multiple spirals. (Source: Joint Publications 1-02, January 2003)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Systems Engineering		An interdisciplinary approach to evolve and verify an integrated and life-cycle-balanced set of system product and process solutions that satisfy customer needs. Systems engineering: encompasses the scientific and engineering efforts related to the development, manufacturing, verification, deployment, operations, support, and disposal of system products and processes; develops needed user training equipments, procedures, and data; establishes and maintains configuration management of the system; develops work breakdown structures and statements of work, and provides information for management decision-making. (Source: MIL-STD-499B)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Target architecture		The set of products that portray the future or end-state enterprise, generally captured in the organization's strategic thinking and plans. It is commonly referred to as the 'To-Be' architecture. (Source: Practical Guide)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
To-Be Architecture		See target architecture	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Transition processes		Include agency capital planning and investment control processes, agency EA planning processes, and agency systems lifecycle methodologies. (Source: OMB A-130, Nov 2000)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Transition Strategy		Term sometimes used interchangeably with sequencing plan, however the concept is broader and more inclusive. (Source: OMB A-130)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Use Case		A narrative document that describes the sequence of events of an actor (an external agent) using a system to complete a process. (Source: Jacobson 92, p 49 of Larman)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
User		Any entity that uses the NAS including air carriers, general aviation and state owned aircraft. (Source: Joint Government/Industry Roadmap for Surveillance Modernization)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Value Chain		Disaggregates a firm into its strategically relevant activities to understand the behavior of costs and the existing and potential sources of differentiation (from other companies/products). (Source: Competitive Advantage Book)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
VFR CONDITIONS		Weather conditions equal to or better than the minimum for flight under visual flight rules. The term may be used as an ATC clearance/instruction only when: a.?An IFR aircraft requests a climb/descent in VFR conditions. b.?The clearance will result in noise abatement benefits where part of the IFR departure route does not conform to an FAA approved noise abatement route or altitude. c.?A pilot has requested a practice instrument approach and is not on an IFR flight plan. Note:?All pilots receiving this authorization must comply with the VFR visibility and distance from cloud criteria in 14 CFR Part 91. Use of the term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace or TRSAs as required by FAAO JO 7110.65. When used as an ATC clearance/instruction, the term may be abbreviated "VFR;" e.g., "MAINTAIN VFR," "CLIMB/DESCEND VFR," etc.	Pilot-Controller Glossary
VFR FLIGHT		(See VFR AIRCRAFT.)	Pilot-Controller Glossary
VFR MILITARY TRAINING ROUTES	VR	Routes used by the Department of Defense and associated Reserve and Air Guard units for the purpose of conducting low-altitude navigation and tactical training under VFR below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.	Pilot-Controller Glossary
VFR NOT RECOMMENDED		An advisory provided by a flight service station to a pilot during a preflight or inflight weather briefing that flight under visual flight rules is not recommended. To be given when the current and/or forecast weather conditions are at or below VFR minimums. It does not abrogate the pilot's authority to make his/her own decision.	Pilot-Controller Glossary
VFR TERMINAL AREA CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
VFR WAYPOINT		(See WAYPOINT.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
VFR-ON-TOP		ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in 14 CFR and as restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria, and the minimum IFR altitudes specified in 14 CFR Part 91. The use of this term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace or TRSAs as required by FAAO JO 7110.65.	Pilot-Controller Glossary
VHF Direction Finder	VDF	(See DIRECTION FINDER.)	Pilot-Controller Glossary
VHF OMNIDIRECTIONAL RANGE/TACTICAL AIR NAVIGATION	VORTAC	A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site.	Pilot-Controller Glossary
VIDEO MAP		An electronically displayed map on the radar display that may depict data such as airports, heliports, runway centerline extensions, hospital emergency landing areas, NAVAIDs and fixes, reporting points, airway/route centerlines, boundaries, handoff points, special use tracks, obstructions, prominent geographic features, map alignment indicators, range accuracy marks, minimum vectoring altitudes.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
Visibility		The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. Visibility is reported as statute miles, hundreds of feet or meters. (Refer to 14 CFR Part 91.) (Refer to AIM.) a. Flight Visibility- The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night. b. Ground Visibility- Prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer. c. Prevailing Visibility- The greatest horizontal visibility equaled or exceeded throughout at least half the horizon circle which need not necessarily be continuous. d. Runway Visibility Value (RVV)- The visibility determined for a particular runway by a transmissometer. A meter provides a continuous indication of the visibility (reported in miles or fractions of miles) for the runway. RVV is used in lieu of prevailing visibility in determining minimums for a particular runway. e. Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		1. Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone. 2. Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway. 3. Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.	
VISIBILITY [ICAO]		The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. a.?Flight Visibility-The visibility forward from the cockpit of an aircraft in flight. b.?Ground Visibility-The visibility at an aerodrome as reported by an accredited observer. c.?Runway Visual Range [RVR]-The range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centerline.	Pilot-Controller Glossary
VISUAL APPROACH		An approach conducted on an instrument flight rules (IFR) flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or the preceding aircraft in sight. This approach must be authorized and under the control of the appropriate air traffic control facility. Reported weather at the airport must be ceiling at or above 1,000 feet and visibility of 3 miles or greater.	Pilot-Controller Glossary
VISUAL APPROACH [ICAO]		An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.	Pilot-Controller Glossary
VISUAL APPROACH SLOPE INDICATOR	VASI	(See AIRPORT LIGHTING.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
VISUAL CLIMB OVER AIRPORT	VCOA	A departure option for an IFR aircraft, operating in visual meteorological conditions equal to or greater than the specified visibility and ceiling, to visually conduct climbing turns over the airport to the published "climb-to" altitude from which to proceed with the instrument portion of the departure. VCOA procedures are developed to avoid obstacles greater than 3 statute miles from the departure end of the runway as an alternative to complying with climb gradients greater than 200 feet per nautical mile. These procedures are published in the `Take-Off Minimums and (Obstacle) Departure Procedures' section of the Terminal Procedures Publications.	Pilot-Controller Glossary
VISUAL DESCENT POINT	VDP	A defined point on the final approach course of a nonprecision straight-in approach procedure from which normal descent from the MDA to the runway touchdown point may be commenced, provided the approach threshold of that runway, or approach lights, or other markings identifiable with the approach end of that runway are clearly visible to the pilot.	Pilot-Controller Glossary
VISUAL FLIGHT RULES	VFR	Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.	Pilot-Controller Glossary
VISUAL HOLDING		The holding of aircraft at selected, prominent geographical fixes which can be easily recognized from the air.	Pilot-Controller Glossary
VISUAL METEOROLOGICAL CONDITIONS	VMC	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
VISUAL SEPARATION		A means employed by ATC to separate aircraft in terminal areas and en route airspace in the NAS. There are two ways to effect this separation: a.?The tower controller sees the aircraft involved and issues instructions, as necessary, to ensure that the aircraft avoid each other. b.?A pilot sees the other aircraft involved and upon instructions from the controller provides his/her own separation by maneuvering his/her aircraft as necessary to avoid it. This may involve following another aircraft or keeping it in sight until it is no longer a factor. (See SEE AND AVOID.) (Refer to 14 CFR Part 91.)	Pilot-Controller Glossary
Voice Switching and Control System	VSCS	The VSCS is a computer controlled switching system that provides air traffic controllers with all voice circuits (air to ground and ground to ground) necessary for air traffic control.	Pilot-Controller Glossary
VOR TEST SIGNAL	VOT	A ground facility which emits a test signal to check VOR receiver accuracy. Some VOTs are available to the user while airborne, and others are limited to ground use only.	Pilot-Controller Glossary
Vortices		Circular patterns of air created by the movement of an airfoil through the air when generating lift. As an airfoil moves through the atmosphere in sustained flight, an area of area of low pressure is created above it. The air flowing from the high pressure area to the low pressure area around and about the tips of the airfoil tends to roll up into two rapidly rotating vortices, cylindrical in shape. These vortices are the most predominant parts of aircraft wake turbulence and their rotational force is dependent upon the wing loading, gross weight, and speed of the generating aircraft. The vortices from medium to heavy aircraft can be of extremely high velocity and hazardous to smaller aircraft.	Pilot-Controller Glossary
WAKE TURBULENCE		Phenomena resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.	Pilot-Controller Glossary
WARNING AREA		(See SPECIAL USE AIRSPACE.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
WAYPOINT		A predetermined geographical position used for route/instrument approach definition, progress reports, published VFR routes, visual reporting points or points for transitioning and/or circumnavigating controlled and/or special use airspace, that is defined relative to a VORTAC station or in terms of latitude/longitude coordinates.	Pilot-Controller Glossary
Weather Advisory	WA	In aviation weather forecast practice, an expression of hazardous weather conditions not predicted in the area forecast, as they affect the operation of air traffic and as prepared by the NWS.	Pilot-Controller Glossary
WHEN ABLE		When used in conjunction with ATC instructions, gives the pilot the latitude to delay compliance until a condition or event has been reconciled. Unlike "pilot discretion," when instructions are prefaced "when able," the pilot is expected to seek the first opportunity to comply. Once a maneuver has been initiated, the pilot is expected to continue until the specifications of the instructions have been met. "When able," should not be used when expeditious compliance is required.	Pilot-Controller Glossary
Wide-Area Augmentation System	WAAS	The WAAS is a satellite navigation system consisting of the equipment and software which augments the GPS Standard Positioning Service (SPS). The WAAS provides enhanced integrity, accuracy, availability, and continuity over and above GPS SPS. The differential correction function provides improved accuracy required for precision approach.	Pilot-Controller Glossary
WILCO		I have received your message, understand it, and will comply with it.	Pilot-Controller Glossary
WIND GRID DISPLAY		A display that presents the latest forecasted wind data overlaid on a map of the ARTCC area. Wind data is automatically entered and updated periodically by transmissions from the National Weather Service. Winds at specific altitudes, along with temperatures and air pressure can be viewed.	Pilot-Controller Glossary
Wind Shear		A change in wind speed and/or wind direction in a short distance resulting in a tearing or shearing effect. It can exist in a horizontal or vertical direction and occasionally in both.	Pilot-Controller Glossary
WING TIP VORTICES		(See VORTICES.)	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
WORDS TWICE		a.?As a request: "Communication is difficult. Please say every phrase twice." b.?As information: "Since communications are difficult, every phrase in this message will be spoken twice."	Pilot-Controller Glossary
WORLD AERONAUTICAL CHARTS		(See AERONAUTICAL CHART.)	Pilot-Controller Glossary
Vocabulary		Denotes a range of artifacts that convey meaning: ontology, taxonomies, symbology, data models and standard data elements, reference data, interface specifications transformation mappings, and so on. All of these are a way to document semantics which, when agreed, permit people and their information systems to communicate. (Source: Joint Publications 1-02, January 2003)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Workflow		Describes the automation of internal business operations, tasks, and transactions that simplify and streamline current business processes. (Source : www.WFMC.org)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Actor		An actor is anything with behavior. It might be a person, an organization, a computer system.	EUROCONTROL Operational Concept Document (OCD)
Adaptation		A portion of the data base available to the operational computer program that contains permanent type data which define the characteristics of the operating system environment at a unique location. Geographic data (e.g., radar site locations, fix and airway data), aircraft characteristics, design parameters, initial conditions, and other system parameters are included in adaptation. Provision is made for modifying adaptation data whenever the real world represented by the stored data changes.	FAA-IMS
Advanced Navigation Capability		An aircraft equipped with advanced navigation equipment that allows it to be considered for the application of Equipment Restricted Routes (ERR) that are designed for advanced navigation capable aircraft, i.e., point to point without land-based navigation equipment.	FAA-IMS
Advanced Radar Traffic Control System - II	ARTS II	A beacon numeric readout system on an ASR-4 class of display, intended for use in IFR Rooms at medium or low density airports.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Advanced Radar Traffic Control System - III	ARTS III	An automated system for the major terminals in the United States and will interface with the NAS En Route radar tracking system.	FAA-IMS
Aerodrome		A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft. This includes sites other than aerodromes which may be used by certain types of aircraft, e.g., helicopters or balloons.	FAA-IMS
Aerodrome		A defined area on land or water (including buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	ICAO
Airport		Used in the EUROCONTROL Operational Concept Documents (OCD) in a generic sense to mean aerodromes whether large or small irrespective of the type, quantity or role of the aircraft that operate from them.	EUROCONTROL Operational Concept Document (OCD)
Airport		An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any.	EATMP
Airport Capacity		The âDeclared Capacityâ of an Airport is the maximum number of runway movements per unit of time. However, although Declared Capacity may be considered in a strategic sense for planning purposes, this value may shift according to the tactical element of airside operations such as the usage pattern dictated by hub andâspoke operations.	EUROCONTROL Operational Concept Document (OCD)
Air-side		That part of the Aerodrome outside of the terminal buildings set aside for the operation of aircraft.	EUROCONTROL Operational Concept Document (OCD)
Airspace Management Cell	AMC	An AMC collects airspace requests, negotiate and resolve conflicting requirements, allocate airspace portions and disseminates airspace allocation information.	EUROCONTROL Operational Concept Document (OCD)
Airway		A named, adapted route defined as a series of adapted fixes and junctions.	FAA-IMS
Airspace User		Any authority, organization or individual that requires access to airspace. It may involve aircraft operations, military requirements (e.g. artillery rangers) and environmental protection (e.g. the protection of national heritage sites, bird sanctuaries).	EUROCONTROL Operational Concept Document (OCD)

NAME	ACRONYM	DEFINITION	Source
Alphanumeric Display		Display on a CRT which is composed of Alphanumeric data in either tabular or non-tabular form.	FAA-IMS
Altimeter Data		An adapted altimeter reporting station's altimeter setting (ddd or M) and the latest reported time, if available, for that setting.	FAA-IMS
Altimeter Reporting Station		An adapted altimeter station whose altimeter data is used by the host computer system (HCS) for output purposes and in calculating Mode C correction factors.	FAA-IMS
Approach Control Airspace/Area		One or more contiguous fix posting areas controlled by an approach control facility. Approach control air space may overlie or underlie air space controlled by ARTCC sectors or adjacent approach control facilities.	FAA-IMS
Approach Control Facility		An air traffic control facility exercising control within a delegated block of air space.	FAA-IMS
Area Navigation	RNAV	A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of both.	ICAO
Arrival Altitude		The altitude determined by the program as the processing altitude for adapted or non-adapted arrival routes.	FAA-IMS
Arrival Flight		A flight that enters the center from an adjacent center and lands at an airport internal to the center area.	FAA-IMS
Assigned Altitude		The currently authorized altitude for an active flight. The altitude entered in field 08 of a flight plan (Flight Plan (FP), Airspace Management (AM), or Data Management (DM)) message. The assigned altitude may or may not be the processing altitude. In strip printing, assigned altitude is the altitude printed in box 17 of the flight progress strip.	FAA-IMS
Assigned Beacon Code		The beacon code which has been selected by the computer program.	FAA-IMS
ATM		The aggregation of the airborne functions and ground-based functions (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations.	ICAO

NAME	ACRONYM	DEFINITION	Source
ATM System		A system that provides ATM through the collaborative integration of humans, information, technology, facilities and services, supported by air, ground and/or space-based communications, navigation and surveillance.	
Autonomous Operations	Autops	Aircraft Operations based on airborne separation assistance (autonomous separation) and on freedom to effect trajectory changes in any direction.	EUROCONTROL Operational Concept Document (OCD)
Autonomous Separation		The rule applied when a suitably equipped aircraft allows the pilot to assume responsibility for his/her own safe separation from other aircraft.	EUROCONTROL Operational Concept Document (OCD)
Beacon		A radar system in which the object to be detected is fitted with cooperative equipment in the form of a receiver/transmitter (transponder). RF pulses transmitted from the searching transmitter/receiver (interrogator) site are received in the cooperative equipment and used to trigger a distinctive RF transmission from the transponder. This latter transmission rather than a reflected signal is then received back at the transmitter/receiver site.	FAA-IMS
Beacon Code (Discrete)		A radar beacon mode 3/A code of four octal digits in which one or both of the last two digits is other than zero. There are 4096 unique codes, but only 4032 can be used for assignment.	FAA-IMS
Federal Enterprise Architecture		A set of interrelated "reference models" designed to facilitate cross-agency analysis and the identification of duplicative investments, gaps and opportunities for collaboration within and across agencies. Collectively, the reference models comprise a framework for describing important elements of the FEA in a common and consistent way. Through the use of this common framework and vocabulary, IT portfolios can be better managed and leveraged across the federal government. The five FEA reference models are: Performance Reference Model (PRM), Business Reference Model (BRM), Service Component Reference Model (SRM), Technical Reference Model (TRM), and Data Reference Model (DRM).	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
Information		Any communication or representation of knowledge such as facts, data, or opinions in any medium or form, including textual, numerical, graphic, cartographic, narrative, or audiovisual form. Data processed in such a way that it can increase the knowledge of the person who receives it. Information is the output, or finished goods, of information systems. Information System: A discrete set of information resources, either in stand-alone or networked configurations that is organized for the collection, processing, maintenance, transmission, and dissemination of information in accordance with defined procedures, whether automated or manual. Information systems are of two types: • General Support Systems: Interconnected information resources that are under the same direct management control and share common functionality, e.g., telecommunications and networks. • Major Application Systems: Systems that require special management attention because of their importance to the agency’s mission; their high-maintenance, development, or operating costs; or their significant role in dealing with the agency’s programs, finances, property, or other resources.	FAAO 1375.1D FAA Data/Information Management
Information System		A discrete set of information resources, either in stand-alone or networked configurations that is organized for the collection, processing, maintenance, transmission, and dissemination of information in accordance with defined procedures, whether automated or manual. Information systems are of two types: â¢ General Support Systems: Interconnected information resources that are under the same direct management control and share common functionality, e.g., telecommunications and networks. â¢ Major Application Systems: Systems that require special management attention because of their importance to the agencyâs mission; their high-maintenance, development, or operating costs; or their significant role in dealing with the agencyâs programs, finances, property, or other resources.	FAAO 1375.1D FAA Data/Information Management
Information Stewardship		An organizational approach to establishing accountability for a set of business information for the wellbeing of the larger organization.	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
Information Systems Security Manager		A full-time Federal employee who is responsible for ensuring the appropriate operational security posture is maintained for an information system or program within a single line of business (LOB) and staff office (SO).	FAAO 1375.1D FAA Data/Information Management
Information Technology		As defined by the Clinger-Cohen Act of 1996, the term information technology, with respect to an executive agency, means any equipment or interconnected system or subsystem of equipment that is used in the automatic acquisition, storage, manipulation, management, movement, control, display, switching, interchange, transmission, or reception of data or information by the executive agency.	FAAO 1375.1D FAA Data/Information Management
Legacy Data		This refers to data contained in a legacy information system, which is any system that is operational as opposed to under development.	FAAO 1375.1D FAA Data/Information Management
Life-cycle		There are two categories of life-cycle: • Data: The stages through which data evolves characterized by creation or collection, processing, dissemination, use, storage, and disposition. • Information System: The phases through which an information system evolves, including initiation, development, operation, termination, and decommissioning.	FAAO 1375.1D FAA Data/Information Management
Management Team		The FAA Management Team consists of the FAA executive leadership, chaired by the Administrator. Membership includes the Deputy Administrator, Chief Operating Officer, Assistant and Associate Administrators, Chief Counsel, and other staff members as designated by the Administrator.	FAAO 1375.1D FAA Data/Information Management
Metadata		Metadata includes information that describes the characteristics of data; data or information about data; and descriptive information about an organization's data activities, systems, and holdings.	FAAO 1375.1D FAA Data/Information Management
National Airspace System (NAS) Operational Data		NAS operational data are data shared among NAS applications and specified in interface requirements documents and interface control documents that are managed by the NAS Configuration Control Board.	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
Standard Data Element		A data element that has been formally approved in accordance with the standardization procedures. Alternatively, standard data elements are data that have been coordinated through the standardization process and approved for use in information systems.	FAAO 1375.1D FAA Data/Information Management
System Manager		The manager responsible for the organization that sets policy, direction, and manages funds for an information system. Systems under development are owned by the developing organization until accepted and authorized by the operating organization.	FAAO 1375.1D FAA Data/Information Management
Web Services		Self-describing, self-contained, modular units of software application logic that provide defined business functionality. Web services are consumable software services that typically include some combination of business logic and data. Web services can be aggregated to establish a larger workflow or business transaction. Inherently, the architectural components of web services support messaging, service descriptions, registries, and loosely coupled interoperability.	FAAO 1375.1D FAA Data/Information Management
XML Schema		EXtensible Markup Language (XML), a specification of the World Wide Web Consortium (W3C), is a subset of Standard Generalized Markup Language that constitutes a particular text markup language for the interchange of structured data. An XML Schema represents a data structure and related information encoded as XML and used to pass information between systems.	FAAO 1375.1D FAA Data/Information Management
Activity		Operational activities performed and their input/output relationships.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Architecture		The structure of components, their relationships, and the principles and guidelines governing their design and evolution over time. (Source: After IEEE standard, C4ISR Framework, Practical Guide, and others)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Architecture products		the graphics, models, and/or narrative that depict the enterprise environment and design. (Source: Practical Guide)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
As-Is Architecture		See Baseline architecture.	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Baseline Architecture		the set of products that portray the existing enterprise, the current business practices, and the technical infrastructure. It is commonly referred to as the ‘As-Is’ architecture.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Functional Baseline		The approved technical documentation of a configuration item which prescribes: all necessary functional characteristics; the tests required to demonstrate achievement of specified functional characteristics; the necessary interface characteristics and its key lower level CI’s, if any; and design constraints, such as, dimensions, component standardization, use of inventory items, and integrated logistics support policies.	FAAO 1800.66
Hardware		Products made of material and their components (mechanical, electrical, electronic, hydraulic, pneumatic). Computer software and technical documentation are excluded.	EIA-649
Data		Data are representation of facts, concepts, or instructions in a formalized manner suitable for communication, interpretation, or processing by human or automated means. Data are the fundamental components of information.	FAAO 1375.1D FAA Data/Information Management
Data Element		A basic unit of identifiable and definable information that occupies the space provided by fields in a record or blocks on a form. A data element has an identifying name and value or values for expressing specific facts.	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
Data Life-Cycle Management		The span of interest and associated processes for data. It encompasses creation through implementation to destruction of the agency's data resource. Thoughtful planning is required for the business use, retention, and expiration of data. The key elements of the life-cycle process are: • Data Definition and Standardization: Implementing a data standardization initiative by identifying critical data for standardization and using established standards for new data development, with formal change control procedures for established standards. Through standardization, the agency is able to establish an enterprise wide understanding of common data. • Data Architecture and Data Flows: Understanding the agency's data and information chains that provide that data. This involves knowing what data the agency controls, where the data come from, how the data are used to support the mission, and who the customers are for the data. • Data Registration and Publication: Data registration is the process by which data standards are managed, from creation through evaluation and acceptance, implementation, and maintenance until retirement. This involves identifying the data produced/used by the agency's information systems, describing and cataloging data elements, assigning an unambiguous identifier to each data element in a way that makes the assignment available to interested users, and administering formal change control procedures for registered data. The FAA Data Registry (FDR) is the official source of the agency's data standards. The FDR is an International Organization for Standardization/International Electro technical Commission (ISO/IEC) Standard 11179 compliant, web-enabled system that provides ready access to the agency's standards. The Information Technology (IT) project teams are required to check the FDR for existing standards that are applicable to their project. If the data standards exist, the team is to incorporate the standards in their system development work. In the event that relevant standards are not found, the team is to engage in the development of applicable data standards (item # 4 below). • Data Certification: This primarily involves researching and verifying that existing data sources cannot satisfy data needs, and that the data adhere to established standards and architecture. The intent is to reduce redundant data and unnecessary system development.	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
		• Data Quality Assurance: For legacy data this involves improving data quality when there is a clear benefit in terms of system efficiency or return on investment. For new data development this involves engineering data quality into the development of new information systems and supporting processes. • Data Retirement: Retiring obsolete and redundant data where economically feasible. By eliminating these data deficiencies, the agency's data quality increases and realizes greater system efficiencies.	
Data Management		The function of managing data used in manual or automated information systems. It includes the activities of strategic data planning, data element standardization, information management control, and data synchronization (e.g., arranging data to indicate coincidence or coexistence, data quality assurance, and database development and maintenance).	FAAO 1375.1D FAA Data/Information Management
Data Registry		A tool that supports the registration and standardization of data elements and other administered components by recording and disseminating data standards, which facilitates data sharing among organizations and users. A data registry provides users of shared data a common understanding of a data element's meaning, attributes, and unique identification. Approved data standards in the registry will be used by information systems developers to enable data sharing.	FAAO 1375.1D FAA Data/Information Management
Data Reference Model		The Office of Management and Budget is instituting a Data Reference Model as part of its Federal Enterprise Architecture (FEA) requirements, which will further define data management requirements in the Federal government as they relate to requirements for information sharing, categorization, and search ability of government information, per subsection 207(d) of the E-Government Act of 2002, and the Capital Planning, Investment and Control process.	FAAO 1375.1D FAA Data/Information Management
Data Standardization		Process of requiring application of an approved, uniform definition and representation to a data element or entity.	FAAO 1375.1D FAA Data/Information Management
Designated Data Authority		A senior FAA management official, appointed in writing by a Management Team member, who is responsible for the Data Management Program within their organization.	FAAO 1375.1D FAA Data/Information Management

NAME	ACRONYM	DEFINITION	Source
Developer or Developing Organization		An organization with primary responsibility for developing or acquiring an information system. If a contractor develops a system, the FAA organization responsible for that contract is the developing organization.	FAAO 1375.1D FAA Data/Information Management
Enterprise Architecture		The FAA NAS Enterprise Architecture provides an explicit description of the current and desired relationships among business and management processes and information technologies within the FAA. The Enterprise Architecture consists of business process models, technical reference models, and systems models and is directly supported by the FAA Enterprise Data Architecture.	FAAO 1375.1D FAA Data/Information Management
Enterprise Data Architecture		The FAA Enterprise Data Architecture is part of the FAA Enterprise Architecture and provides the blueprint of the information requirements of the agency. It provides a common context for FAA's data resource. The Enterprise Data Architecture consists of agency data models that are subject oriented. This means that each subject area represents business objects and events that are important to FAA functions. Specific data are then articulated for each of the subject areas.	FAAO 1375.1D FAA Data/Information Management
(Business) Function			NAS/JPDO Enterprise Architecture Controlled Vocabulary
Capability		(Get DoD definition).	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Capital Planning and Investment Control (CPIC)		is the same as capital programming and is a decision-making process fro ensuring the IT investments integrate strategic planning, budgeting, procurement, and the management of IT in support of agency missions and business needs. The term comes from the Clinger-Cohen Act of 1996 and is generally used in relationship to IT management issues. (Source: OMB A-11 Section 300 (300-3))	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Capital Programming		means an integrated process within an agency for planning, budgeting, procurement, and management of the agency's portfolio of capital assets to achieve agency strategic goals and objectives with the lowest life-cycle cost and least risk. (Source: OMB A-11 Section 300)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Convergence		Advances in technology that make it possible to use different media (e.g.., networks, radio relay systems, computers, computer languages, etc.) to carry and process all kinds of information and services, including sound, images, and data. Convergence facilitates the ability to propose the same services for all users, regardless of the technology or networks used.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Core (Products)		means those products that are most necessary in most cases - most architectures should contain these products.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Current Architecture		see baseline architecture.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Data Interoperability		the ability to exchange data across system or organization boundaries and to have that data correctly interpreted by all parties. Data interoperability is a prerequisite for Shared or Common Situational Awareness. (Source: extracted from Joint Publications 1-02, January 2003)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Engineering		the science concerned with putting scientific knowledge to practical uses, divided into different branches, as civil, electrical, mechanical, and chemical engineering. The planning, designing, construction, or management of machinery, roads, bridges, buildings, etc. The act of maneuvering or managing. (Source: Webster’s Dictionary)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Enterprise		An organization (or cross-organizational entity) supporting a defined business scope and mission. An enterprise includes interdependent resources (people, organizations, and technology) who must coordinate their functions and share information in support of a common mission (or set of related missions). (Source: MITRE/John Anderson, Sept. 2002)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Enterprise Architecture		a strategic information asset base, which defines the mission, the information necessary to perform the mission, the technologies necessary to perform the mission, and the transitional processes for implementing new technologies in response to the changing mission needs. Enterprise architecture includes a baseline architecture, target architecture, and a sequencing plan. (Source: A Practical Guide to Federal Enterprise Architecture)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Enterprise Architecture Engineering	EAE	is concerned with the knowledge, principles, and practices related to the requirements, design, creation, evolution, maintenance, evaluation, and availability of the EA as defined by the current architecture, target architecture, and sequencing plan.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Enterprise Architecture Framework		Provides an organizing structure for the information contained in and describing an EA. The framework does not contain the EA itself. Many organizations can use the same EA framework, but each EA with its content is organization-specific. An enterprise architecture framework • Identifies the types of information needed to portray an Enterprise Architecture (EA) • Organizes the types of information into a logical structure • Describes the relationships among the information types Often the information is categorized into architecture models and viewpoints. - An organizing mechanism for managing the development and maintenance of architecture descriptions (Source: FEAF V 1.1)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Enterprise Data Architecture		the Enterprise Data Architecture is part of the Enterprise Architecture and provides the blueprint of the information requirements of the particular agency. It provides a common context for data resource. The Enterprise Data Architecture consists of agency data models that are usually subject oriented. This means that each subject area represents business objects and events that are important to the agency functions. Specific data are then articulated for each of the subject areas.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Enterprise Engineering		That body of knowledge, principles, and practices having to do with the analysis, design, implementation and operation of an enterprise. The enterprise engineer addresses a fundamental question: how to design and improve all elements associated with the total enterprise through the use of engineering and analysis methods and tools to more effectively achieve its goals and objectives. (Source: Donald H Liles, Mary E. Johnson, Laura Meed, The Enterprise Engineering Discipline, University of Texas, http://arri.uts.edu/enteng/ent_eng.htm)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Event Trace		An ordered list of events between different objects assigned to columns in a table. (Source: Rumbaugh, p173)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Framework		A structure, usually rigid serving to hold the parts of something together or to support something constructed or sketched over or around it. The basic structure, arrangement, or system. (Source: Websterâs Dictionary)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Governance		The governance structure of an enterprise is concerned with the leadership, organizational structures, and processes that: (a) Set strategic enterprise goals; (b) Provide direction and strategy on achieving those goals; (c) Secure resources and allocate those resources to activities; (d) Establish measures for activities and results directed at achieving the goals; (e) Manage risks in the process of achieving the goals and operating the business; (f) Measure performance to ensure business value is being achieved; (Source: Board Briefing on IT Governance, It Governance Institute, Information Systems Audit and Control Foundation, ISBN 1-893209-27-X, Rolling Meadows IL 60008, 2001)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Integration		The progressive testing and linking of system components to converge their technical and functional characteristics into a comprehensive, interoperable system. Integration of data systems allows data on existing systems to be shared or accessed across functional or system boundaries (shared domain). (Source: Joint Publications 1-02, January 2003)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Integrated Architecture		An architecture description is defined to be an integrated architecture when products and their constituent architecture data elements are developed such that architecture data elements defined in one view are the same (i.e., same names, definitions, and values) as architecture data elements referenced in another view. The term integrated architecture refers to an architecture description that has integrated Operational, Systems, and Technical Standards Views. That is, there are common points of reference linking the Operational Views (OV) and the Standard Views (SV) and also linking the SV and the Technical Standard Views (TV). These architectures clarify roles, boundaries, and interfaces between components of large systems of systems and influence participants in requirements generation, acquisition, resource allocation, interoperability enforcement, and waiver processes. Integrated architectures are the primary tool for enterprise-level systems integration.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Integrated Dictionary	AV-2	At a minimum, the integrated Dictionary is a glossary with definitions of terms used in the given architecture description. Each labeled graphical item in the graphical representations should have a corresponding entry in the Integrated Dictionary.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Interoperability		The condition achieved among communications-electronics, information systems or items of communications-electronics equipment when information or services can be exchanged directly and satisfactorily between them and/or their users. The degree of interoperability should be defined when referring to specific cases. (Source: Joint Publications 1-02, January 2003)	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Configuration Change Management		(1) A systematic process that ensures that changes to released configuration documentation are properly identified, documented, evaluated for impact, approved by an appropriate level of authority, incorporated, and verified, and (2) The configuration management activity concerning the systematic proposal justification, evaluation, coordination and disposition of proposed changes, and the implementation of all approved and released changes into (a) the applicable configurations of a product, (b) associated product information, and (c) supporting and interfacing products and their associated product information.	EIA-649
Configuration Control Board	CCB	The Agency-authorized forum for establishing configuration management baselines and for reviewing and acting upon changes to these baselines. Configuration Control Decision (CCD): The official notification of CCB decisions/directives signed by the CCB chair(s). The CCD contains specific action items that must be completed before the CCD is considered closed.	FAAO 1800.66
Configuration Documentation		Technical documentation, the primary purpose of which is to identify and define a product's performance, functional, and physical attributes.	EIA-649
Configuration Identification		(1) The systematic process of selecting the product attributes, organizing associated information about the attributes, and stating the attributes, (2) Unique identifiers for a product and its configuration documents, and (3) The configuration management activity that encompasses selecting configuration documents; assigning and applying unique identifiers to a product, its components, and associated documents; and maintaining document revision relationships to product configurations.	EIA-649
Configuration Item		An aggregation of hardware/software/firmware, or any of its discrete portions, which satisfies an end-use function and is designated for configuration Management.	FAAO 1800.66
Configuration Management	CM	A management process for establishing and maintaining consistency of a product's performance, functional, and physical attributers with its requirements, design, and operational information throughout its life.	EIA-649

NAME	ACRONYM	DEFINITION	Source
Configuration Status Accounting	CSA	The configuration management activity concerning capture and storage of, and access to, configuration information needed to manage products and product information effectively.	EIA-649
Configuration Verification		The action verifying that the product has achieved its required attributes (performance requirements and functional constraints) and the product's design is accurately documented.	EIA-649
Contract		As used herein denotes the document (for example, contract, memorandum of agreement or understanding, purchase order) used to implement an agreement between a customer (buyer) and a seller (supplier).	EIA-649
Data		Recorded information of any nature (including administrative, managerial, financial, and technical), regardless of medium or characteristics.	EIA-649
Data Management		The preparation, approval, distribution and storage/archive of recorded information of any nature/type (administrative, managerial, financial and technical) regardless of medium or characteristics.	FAAO 1800.66
Design Baseline		Typically a contractor-controlled baseline permitting development of a contractual product in an orderly and disciplined manner. Contents of a design baseline may include ICDs, SDDDs and Data Base Design Documents.	FAAO 1800.66
Digital Data		Is information prepared by electronic means, is available to users by electronic data access, interchange or transfer, and is stored on electronic media.	FAAO 1800.66
Disapproval		Conclusion by the appropriate authority that an item submitted for approval is either not complete or is not suitable for its intended use.	FAAO 1800.66
Document Control Center	DCC	Maintained by NAS Configuration Management and Evaluation Staff (ACM), it is the principal repository and central ordering point for NAS documentation, including baselined documentation data. Items contained in the DCC include project specifications, NAS Orders and Standards and archived NCPs.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Emergency Modification		Local changes to NAS systems that are performed in accordance with Order 6032.1A immediately upon identification so that system operation is not impaired.	FAAO 1800.66
Engineering Study		An effort, usually conducted by a maintenance organization, to determine the actual hardware, software, training, provisioning and documentation changes required as a result of an approved NCP.	FAAO 1800.66
FAA Type Number		A unique alphanumeric identifier assigned to all new FAA equipment types that are to be utilized as commissioned equipment and brand name commercial equipment modified to FAA specifications.	FAAO 1800.66
Facility Baseline		Records and documents the physical layout of a NAS facility, describing the physical plant (including space and power), installed systems and external interfaces as CIs that must be managed. Facility baseline data is the information needed to identify and control changes as well as record configuration and change implementation status. Facility baseline data normally consists of standard facility drawings, facility engineering data and facility specifications.	FAAO 1800.66
Facility Reference Data File	FRDF	A file of technical reference data on the characteristics and performance of FAA facilities. This reference data serves as a historical record of facility performance from the date of establishment to the date of decommissioning. The file data is updated as appropriate to reflect relevant changes, corrections or additions to the original information.	FAAO 1800.66
Final Requirements Document	FRD	Establishes the functional and performance baselines and operational framework required by the sponsoring organization. The document becomes the basis for developing the requirements for the system specification and is baselined at the investment decision.	FAAO 1800.66
Firmware		The combination of a hardware device and computer instructions or computer data that reside as read-only software “burned into” the hardware device; various types of firmware include devices whose software code is erasable or reprogrammable to some degree.	EIA-649
Functional Attributes		Measurable performance parameters including reliability, maintainability, and safety.	EIA-649

NAME	ACRONYM	DEFINITION	Source
Safety		Materiel solutions that support/improve the safety of the air transportation system. Examples may include safety risk management systems, certification systems, health management systems, vulnerability detection systems, etc.	JPDO Enabler Classification Guide
Security		Materiel solutions that support/improve the security of the air transportation system. Examples may include advanced screening and detection systems and technologies, identification and credentialing systems, containment technologies, integrated security risk management systems, etc.	JPDO Enabler Classification Guide
Original		The current design activity’s document or digital document representation and associated source data file(s) of record (i.e., for legal purposes).	EIA-649
Collaborative Decision Making		Collaborative decision-making refers to a set of applications aimed at improving flight operations through the increased involvement of airspace users, ATM service providers, airport operators and other stakeholders in the process of air traffic management. Collaborative decision-making applies to all layers of decisions, from longer-term planning activities through to real-time operations, and is based on the sharing of information about events, preferences and constraints.	EUROCONTROL Operational Concept Document (OCD)
Common Digitizer		A digital data processing system which receives inputs from FAA or AF radar, beacon, and associated equipments, performs statistical detection in these inputs to declare the presence of target aircraft, and prepares digital messages for telephone line transmission to central FAA and/or processing centers.	FAA-IMS
Common Message Set	CMS	The data exchanged between the Host Computer System (HCS) and Air Traffic Management (ATM) applications. The data consists of flight data, track data and message processing. (	FAA-IMS
Concept of Operations	ConOps	A detailed description of how an operational concept is applied. It identifies the functions and processes, and their corresponding interactions and information flows; concerned actors, their roles and responsibilities.	EUROCONTROL Operational Concept Document (OCD)

NAME	ACRONYM	DEFINITION	Source
Operational Concept		A high-level description of a set of defined ATM components and the manner in which they are organized and operated which meet a given set of high-level user requirements.	EUROCONTROL Operational Concept Document (OCD)
Conflict Probe	CP	ATM application that provides controllers with early flight plan conflict alert detection and trial planning functions based on user requests.	FAA-IMS
Context Management Application	CMA	Context Management Application provides a database for maintaining detailed aircraft identification information used for establishing a data link communications session between a controller and a pilot.	FAA-IMS
Control/Service		A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome service).	FAA-IMS
Controller Display Information		A program-generated message or response as outputted on a computer readout device (CRD).	FAA-IMS
Coordination Fix		A fix used as a common reference point for coordination between facilities.	FAA-IMS
Current Sectorization		The arrangement of control sectors and their assigned FPA(s) resulting from the sector plan in effect plus modification via Chief Systems Engineering (CS) messages.	FAA-IMS
Data Block		The symbology displayed adjacent to a tracked or untracked aircraft target on an R-Console containing (subject to field filtering) tracked aircraft or flight plan position symbol, leader, velocity vector and the alphanumeric data associated with the aircraft.	FAA-IMS
Departure Altitude		The altitude determined by the program as the processing altitude for adapted or non-adapted departure routes.	FAA-IMS
Departure Flight		A flight that departs from an airport internal to the center, and then exits from the center area to an adjacent center area.	FAA-IMS
DME	Distance Measuring Equipment	see Distance Measuring Equipment	NAS/JPDO Enterprise Architecture Controlled Vocabulary

NAME	ACRONYM	DEFINITION	Source
Dynamic Resectorization		Dynamic resectorization will allow a tactical response to changing situations in traffic patterns and/or short-term changes of user intentions by the dynamic adjustment of airspace boundaries of ATC sectors, in order to provide the best balance between their size and controller workload.	EUROCONTROL Operational Concept Document (OCD)
EARTS	En Route Automated Radar Tracking System	see En Route Automated Radar Tracking System	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Equipment Restricted Route		Adapted routes, i.e., Precision Approach Radars (PARs), Preferential Departure Routes (PDRs), Preferential Departure Arrival Routes (PDARs), Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs), whose application is restricted to only those aircraft with Advanced Navigation Capability (ANC).	FAA-IMS
Established Altitude		A Mode C altitude determined by the program to be a reported level flight altitude.	FAA-IMS
Exit Fix		The last fix of a standard instrument departure (SID) or coded route; also the fix from which a transition is made from a SID or coded route to the transition fix.	FAA-IMS
Expired Fix		An expired fix is any converted fix previous to the reference fix. (See NAS-MD-313.)	FAA-IMS
External Advanced Radar Traffic Control System		An Air Route Traffic System (ARTS) facility in an adjacent center that borders the adapting center's airspace which may be eligible for Host Non-Host handoffs.	FAA-IMS
External Airport		An airport outside the adapted airspace of a center.	FAA-IMS
External Fix		A fix external to the center. Such a fix may be adapted on an adapted route or airway without being included in fix adaptation.	FAA-IMS
Facility		A type of system node that is real property having a specific purpose, in which systems are either housed or used. (Source: DoD)	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Facility		A specific installation which provides air traffic control services.	FAA-IMS
Facility		Equipment, buildings or services provided for a particular activity or purpose.	EATMP

NAME	ACRONYM	DEFINITION	Source
Filed Flight Plan		A set of characters stored as a result of initial input of an FP, SP, FPL, or CPL message, in the form as received by this computer and modified as necessary by: (a) one or more accepted Amendment (AM) or change (CH) messages, (b) program-inserted transitions to types 2 and 4 coded routes, SIDs and STARs, and (c) program-inserted incomplete route data. Characters entered and recognized as device control or correction characters are not included in the filed flight route.	FAA-IMS
Filed Route		The field 10 portion of a filed flight plan.	FAA-IMS
Filed Segment		Two fixes, filed or implied, and the route between them.	FAA-IMS
FIR	Flight Information Region	see Flight Information Region	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Fix		Any geographical point.	FAA-IMS
Fix Name		A 2-12 alphanumeric identification of a geographical point.	FAA-IMS
Fix Posting Area	FPA	A volume of air space, bounded by a series of connected line segments with altitudes, which is assigned to a sector or approach control facility. The FPA is the basic unit of air space within the ATC system.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Flexibility		Flexibility, in the context of the target concept is (subject to aircraft and ground capabilities and periods or zones of applicability): â¢ Access to airspace - freedom for airspace users to flight plan and enter airspace which is not normally available on a permanent basis, or to operate to and from airfields which are not the normal base or destination, at times that suit their needs within the observation of environmental constraints. â¢ Variations to departure time - freedom for users to vary their departure times according to their needs. â¢ Free routing - freedom for users to plan a flight using any user-preferred trajectories between two points. â¢ Accommodating differing user capabilities (equipment, aircraft performance etc.) - the ability of ATM to match the service provided to the capabilities of the user by exploiting the capabilities of aircraft with advanced avionics, while also continuing to accommodate aircraft with less capable avionics fits. â¢ Changing flight intentions - freedom for users to request or select a change of trajectory (route, routing, vertical profile, speed) in flight. â¢ Autonomous operations - freedom for users to exercise the responsibility of separation from other traffic or hazards and to effect trajectory changes in any direction.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Flight Data		All data applicable to a flight including filed flight plan, flight amendments and changes, reported altitude, track position and velocity, and time estimates.	FAA-IMS
Flight Identification		A general term used to identify a flight plan (i.e., any legal format for Field 02). Examples: Aircraft Identification; Aircraft Identification plus departure point; Aircraft Identification, departure point and Computer Identification; Terminal Computer Identification. Unless DYSIM Training Flight Plans are disallowed for a particular function, it is understood that the term Aircraft Identification and the description of its format will include that of a DYSIM Training Flight Plan.	FAA-IMS
Flight Information Region	FIR	An airspace of defined dimensions within which flight information service and alerting service are provided.	FAA-IMS
Flight Level	FL	A level of constant atmosphere pressure related to a reference datum of 29.92 inches of mercury stated in hundreds of feet.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Flight Plan	FPL	A collection of data relating to a specific aircraft or formation of aircraft containing all the information necessary for tracking and producing flight progress strips used to control the flight. The status of a flight plan may vary: Proposed: A flight plan for a flight that contains the prefix P in Field 07; Active: A flight plan for a flight that contains the prefix D or E in Field 07.	FAA-IMS
Free Routing		A concept of aircraft operations which gives freedom for operators to plan and fly user referred routing between two points.	EUROCONTROL Operational Concept Document (OCD)
Gate-to-Gate		The gate-to-gate scope is considered to start at the moment the user first interacts with ATM and ends with the switch-off of the engines, including also the processes of charging users for ATM services. The scope does not encompass ATM processes only.	EUROCONTROL Operational Concept Document (OCD)
General Air Traffic	GAT	All flights, which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation". (Decision of the Commission ref. GS.2/App./PC/00-32 of 13/10/00).	EUROCONTROL Operational Concept Document (OCD)
Ground-centric		Described in the EUROCONTROL Airport Operations Strategy as the “Ground Centric” approach in which arrival, surface movement and departure operations and automated supporting automated systems are integrated to effect the “on-time” turn-round phase of flight.	EUROCONTROL Operational Concept Document (OCD)
Handoff Status		The status of a track during the time its control is being transferred from one sector or facility to another (e.g., between initiation and acceptance of handoff).	FAA-IMS
Harmonized Information Management		Comparable levels of performance. The timely distribution of relevant, up-to-date and validated data to those who have the necessary authorization to access it.	EUROCONTROL Operational Concept Document (OCD)
Holding		A predetermined maneuver which keeps an aircraft within a specified airspace while awaiting further clearance.	FAA-IMS
Holding Fix		A specified fix used as a reference point in establishing and maintaining the position of an aircraft while holding.	FAA-IMS
Integrated		Systems or procedures which are, or which appear to the end user to function as, a single entity.	EUROCONTROL Operational Concept Document (OCD)

NAME	ACRONYM	DEFINITION	Source
Interface		A communication link between two or more system components (i.e., configuration establishes a HCS interface). An on-line device is considered interfaced unless it is No-Op'ed or inhibited. Interface is also used in referring to the communication link between the computer program and the user.	FAA-IMS
Invariant Process		A function which remains unchanged when a specific transformation is required.	EUROCONTROL Operational Concept Document (OCD)
Land-side		The part of the Aerodrome other than the air-side, but may also include inter-modal links.	EUROCONTROL Operational Concept Document (OCD)
Leg		The portion of a flight plan contained within a center's airspace. If a flight exits and re-enters a center without landing, each occurrence of a flight plan in the center for the flight will be considered a leg. When referring to an aircraft in hold, the term leg will apply to the distance in nautical miles or minutes between standard rate turns in a holding pattern.	FAA-IMS
Line Segment		Two nodes and the straight line connecting them. Segments of A-lines, D-lines, B-lines, and S-lines can be defined by nodes and/or fixes and the straight lines connecting them.	FAA-IMS
Location		A general term used to refer to a facility (input/output source) external to a center.	FAA-IMS
Major Airway		An airway having higher posting priority than a minor airway when intercepted within an FPA during direct route conversion.	FAA-IMS
Metering		A function of the NAS program that has the capability to determine and display an ordered sequence of aircraft. This function has two major components. The En Route Spacing Program (ESP) sequences and displays arrival aircraft destined to airports that are external to the center. The Arrival Sequencing Program (ASP) sequences and displays arrival aircraft destined to adapted ASP airports located within the center. See NAS-MD-313 for a further description and for a special glossary of terms used only by this function.	FAA-IMS
Mode 3/A		A beacon radar transponder capability which automatically reports an identification code when interrogated by a ground station.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Mode C		A beacon radar transponder capability which automatically reports altitude information when interrogated by a ground station.	FAA-IMS
Mode C Intruder	MCI	An aircraft which has entered a sector's airspace and is not being controlled by this sector and is transmitting Mode C altitude data which indicates the A/C is within the sector's selected altitude limits.	FAA-IMS
National Airspace Data Interchange Network	NADIN	A communications network servicing the HCS and remotely located devices.	FAA-IMS
Node		The geographic point used to define the horizontal structure of a FPA and/or B-Line, S-Line, and Transition Lines.	FAA-IMS
Nominal		Routine, no unexpected or unplanned events will take place.	EUROCONTROL Operational Concept Document (OCD)
Non-Nominal		Unexpected situation(s) that arise or are forecast in the short-term.	EUROCONTROL Operational Concept Document (OCD)
Non-Discrete Code		A radar beacon code Mode 3/A, which may be assigned to more than one aircraft within a specific geographical area; a four octal digit code in which the last two digits are zero's.	FAA-IMS
Obstruction		An existing object at a fixed geographical location or at a fixed location within a prescribed area for which vertical clearance must be provided during flight operation.	FAA-IMS
Operations Plan		The output of the Pre-Tactical Phase of ATM Planning in which all Stakeholders, either in this Phase and/or in the Tactical Phase, have coordinated, through a collaborative decision making process, their actions or intent. During the Tactical Phase the plan will be dynamically updated in real-time in a collaborative and transparent manner.	EUROCONTROL Operational Concept Document (OCD)
Overflight		A flight that enters the center from an adjacent center and then exits from the center to one of the adjacent centers.	FAA-IMS
Position		A specific input/output source within a facility (e.g., the arrival position at an approach control facility, the radar position at a sector).	FAA-IMS
Predicted Track Position		A track position derived by extrapolating along the track velocity for a specified interval.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Preferential Arrival Route	PAR	An adapted arrival route, program-induced to override, with a route amendment, a filed route from an adapted transition fix or arrival line to one or more adapted airports.	FAA-IMS
Preferential Departure Arrival Route	PDAR	An adapted departure route and arrival route for airport to airport processing. In effect, the combination of a PDR and a PAR.	FAA-IMS
Preferential Departure Route	PDR	An adapted departure route, program-induced to override with a route amendment, a filed route from one or more adapted airports to an adapted transition fix or departure line.	FAA-IMS
Radar Handoff		That action whereby radar identification of, radio communications with and, unless otherwise specified, control responsibility for an aircraft is transferred from one controller to another.	FAA-IMS
Radar Surveillance		The observation of a specific geographical area for the purpose of performing some radar function.	FAA-IMS
Response Time		The time from the start of an operation until the time the output of the operation results. MS)	FAA-IMS
Route		A defined path, consisting of one or more route segments which an aircraft traverses over the surface of the earth.	FAA-IMS
Route Segment		A part of a route of flight, consisting of two fixes and the route between them.	FAA-IMS
Satellite Airport		An airport facility that is associated with another airport and uses all of the airport-adapted data of the airport it is associated with; except for name, location, overlying strata and the satellite FDEP name, if any.	FAA-IMS
Scenarios		Within the context of an operational concept scenarios are a description of how a future system should work. Each scenario describes the behavior of users and the future system, interaction between the two, and the wider context of use. From a detailed scenario a user should be able to identify user requirements and potential business cases.	EUROCONTROL Operational Concept Document (OCD)
Search or Primary		A radar system in which a portion of a radio frequency (RF) pulse transmitted from a site is reflected off an object and then received back at that site.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
Secondary Radar		A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.	FAA-IMS
Sector		In the ARTCC context: A geographical area limited to an altitude within an ARTCC that may contain one or more related control positions.	FAA-IMS
SID	Standard Instrument Departure	A departure route identified by a unique name, originating at one or more airports and ending at a specific adapted fix, called an exit fix. A SID may have a transition route adapted with it.	FAA-IMS
Situational Awareness		Involved actors will have a better understanding of the tactical ATC traffic management in progress through increased operatorâs situational awareness of movements both in the air and on the ground. This understanding of the traffic by the pilot might allow him/her to adapt the maneuvering to suit a timely and smooth flow.	EUROCONTROL Operational Concept Document (OCD)
Special Use of Airspace	SUA	A block of airspace of defined dimensions established on a temporary or a permanent basis for use under specified conditions.	EUROCONTROL Operational Concept Document (OCD)
Stakeholder		A stakeholder is someone or something that has a vested interest in a topic. For EUROCONTROL generally, the term stakeholder is used for organizations and individuals that have a vested interest in European ATM and whose support, cooperation and advice is important in ensuring that a proposed operational concept can be brought into service.	EUROCONTROL Operational Concept Document (OCD)
Standard Terminal Arrival Route	STAR	An arrival route identified by a unique name, originating at a specific adapted fix and ending at a specific adapted airport.	FAA-IMS
Station		A Flight Service Station, Automated Flight Service Station or Weather Reporting Station.	FAA-IMS
Strategic		Type of operational ATC situation. Strategic ATC situations involve routine, non-critical communication, and do not concern the tactical separation of aircraft for immediate safety reasons.	EATMP
Supplemental Radar		A radar site whose primary/beacon radar data is processed for a specified geographic region only when adaptation or Automatic Tracking declares the data necessary.	FAA-IMS

NAME	ACRONYM	DEFINITION	Source
System Coordinates		The two-dimensional (X, Y) coordinate system for a NAS En Route ARTCC.	FAA-IMS
Tactical		Type of operational ATC situation. Tactical ATC situations involve time-critical communications, concerned with the tactical separation of aircraft for immediate safety reasons, or for other reasons of a time-critical and immediate nature.	EATMP
Target		The indication shown on a radar display resulting from a primary radar return or a radar beacon reply.	FAA-IMS
Temporary Segregated Area		Airspace of defined dimensions within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.	EUROCONTROL Operational Concept Document (OCD)
Tower En Route Flight		A flight which is not controlled at any time by an ARTCC. In general, it is a flight which is provided departure and arrival service by one or more terminal area facilities.	FAA-IMS
Track		The computer generated representation of an aircraft's position and movement.	FAA-IMS
Track Class		An indication of whether a track is beacon equipped. The track class indicates the type(s) of radar datum (beacon and/or primary) that may be correlated with the track.	FAA-IMS
Performance		A quantitative measure characterizing a physical or functional attribute relating to the execution of an operation or function. Performance attributes include quantity (how many or how much), quality (how well), coverage (how much area, how far), timeliness (how responsive, how frequent), and readiness (availability, mission/operational readiness). Performance is an attribute for all systems, people, products, and processes including those for development, production, verification, deployment, operations, support, training, and disposal. Thus, supportability parameters, manufacturing process variability, reliability, and so forth, are all performance measures.	EIA-649

NAME	ACRONYM	DEFINITION	Source
Physical Attributes		Quantitative and qualitative expressions of material features, such as composition, dimensions, finishes, form, fit, and their respective tolerances. Post-Award Conference: A conference with the winning contractor to establish a common understanding of the contract and to identify any issues that require resolution. Prescreening: The evaluation of case files for impacts on safety, ATC services, and other intangible benefits, as well as cost/benefits implications, to determine if the proposed	EIA-649
Product Baseline		The initially approved documentation describing all of the necessary functional and physical characteristics of the configuration item and the selected functional and physical characteristics designated for production acceptance testing and tests necessary for support of the configuration item. In addition to this documentation, the product baseline of a configuration item may consist of the actual equipment and software.	FAAO 1800.66
Product Top-Down Structure		A hierarchical division of a product into its component CIs, which provides traceability of requirements and functionality.	FAAO 1800.66
Project Level CM		The life cycle configuration management responsibility as performed by an IPT or a region on a product or system. Project level CM includes planning, procedures and processes performed by an IPT/region for products/systems under their ownership.	FAAO 1800.66
Recovery Audit		An audit conducted after issues associated with a failed audit have been resolved that ensures completion of the audit process.	FAAO 1800.66
Recovery Plan		In cases where an audit has been disapproved, a recovery plan is prepared for correcting issues listed by the audit, using guidance from audit team members and experts from other disciplines as needed. The recovery plan includes a schedule for conducting another audit after required corrective actions have been completed.	FAAO 1800.66
Regional CM Coordinator		Serves as the regional focal point for configuration management including the coordination and review of case files and NCPs.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Release		The designation by the originating activity that a document or software version is approved by an appropriate authority and is subject to configuration change management procedures.	EIA-649
Released Data		(1) Data that has been released after review and internal approvals, and (2) Data that has been provided to others outside the originating group or team for use (as opposed to for comment).	EIA-649
Requirements		Specified essential attributes.	EIA-649
Requirements Traceability		Addresses the relationship between requirements at the highest level (i.e., conceptual) through the lowest level (i.e., physical); it describes the activities associated with decomposing the requirements from the highest to the lowest level and documenting them so that a full impact analysis (upward and downward) can be performed when changes are proposed.	FAAO 1800.66
Resolution of Comments		The process by which an NCP originator coordinates proposed solutions to comments received during Must Evaluation.	FAAO 1800.66
Site Survey		A review of actual equipment and infrastructure elements of a site/location conducted to gather information or establish a baseline.	FAAO 1800.66
Solution Providers		A term used to specify a non-IPT organization that has the responsibility for providing equipment to satisfy National Airspace requirements.	FAAO 1800.66
Specification		A document that explicitly states essential technical attributes/requirements for product and procedures to determine that the productâs performance meets its requirements/attributes.	EIA-649
Support Equipment		Equipment and computer software required to maintain, test, or operate a product or facility in its intended environment.	EIA-649

NAME	ACRONYM	DEFINITION	Source
Survey Team		The team of personnel who establish or re-establish facility space baselines through the performance and successful completion of a facility audit. This team is comprised of personnel who are technically capable of assessing the integrity of configuration managed documentation (i.e., as-built facility drawings and standards) against the physical layout at a facility. Generally the team is made up of a CM team lead, transition planning representative, and a facility representative.	FAAO 1800.66
System-Level Specification		Documents the common understanding of what the product is expected to do (its functional and performance requirements). It defines the capabilitie the government expects to receive from the product or solution. This type of specification may be known by various names, may have varying levels of detail and exist in various written formats. Some common types are system, functional, performance, segment, procurement, or A-level specifications.	FAAO 1800.66
Unit		One of a quantity of items (products, parts, etc.).	EIA-649
Verification		The act of validating that a requirement has been fulfilled.	EIA-649
Version		(1) One of several sequentially created configurations of a data product, and (2) A supplementary identifier used to distinguish a changed body or set of computer-based data (software) from the previous configuration with the same primary identifier. Version identifiers are usually associated with data (such as files, data bases, and software) used by, or maintained in, computers.	EIA-649
Doctrine		Consists of high level documents reflecting the policies, strategies, and approved methods of various government agencies and governing bodies.	JPDO Enabler Classification Guide
Policy		A plan or course of action intended to influence and determine decisions, actions, and other matters. Policy includes the formal documentation of general goals and strategies that are used to establish laws, regulations, and other mandates. (Doctrine>Policy)	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Standards & Procedures		Well defined operational approaches endorsed by a recognized authoritative body established for a stated purpose. Standards consist of requirements or guidelines for processes, products, or operations and may also specify specific goals, metrics, or targets. Procedures establish methods or processes used to perform given tasks or operations. (Doctrine>Standards & Procedures)	JPDO Enabler Classification Guide
Operational Definition/ Concept		Strategies, plans, and techniques representing high level concepts of future or planned operational states. (Doctrine>Operational Definition/Concept)	JPDO Enabler Classification Guide
Financial		Pertains to allocation of funding, cost requirements/restrictions, and other controls on budgets or spending. (Doctrine>Policy>Financial)	JPDO Enabler Classification Guide
Laws & Regulations		Involves the activities aimed at the development, tracking, and amendment of public laws through the legislative branch of the Federal Government and the activities associated with developing regulations to implement laws. (Doctrine>Policy>Laws & Regulations)	JPDO Enabler Classification Guide
Organizational		Defines roles, responsibilities, and the level of decision-making for an organization.. (Doctrine>Policy>Organizational)	JPDO Enabler Classification Guide
Equipage		Establishes mandates surrounding the type of equipment that must be installed upon an aircraft to ensure consistency across multiple entities in order to achieve a specific capability. (Doctrine>Policy>Equipage)	JPDO Enabler Classification Guide
Information & Data Exchange Standards & Procedures		These standards and procedures define the control, security , validity, accuracy, timeliness, and format of information that is exchanged over communication networks. (Doctrine>Standards & Procedures>Information & Data Exchange Standards & Procedures)	JPDO Enabler Classification Guide
Safety & Security Standards & Procedures		Standards and procedures relating to the safety or security of people, systems, or operations. (Doctrine>Standards & Procedures>Safety & Security Standards & Procedures)	JPDO Enabler Classification Guide
Technical System Standards		A universally accepted set of functional and non-functional requirements and specifications by which a system is expected to adhere. (Doctrine>Standards & Procedures>Technical System Standards)	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Architecture		A conceptual hardware, software, or information flow design of a system or network of systems. Additionally, Architectures may also refer to a network of service activities within an organization at an enterprise level. (Doctrine>Standards & Procedures>Architecture)	JPDO Enabler Classification Guide
Operating Standards & Procedures		A universally accepted set of guidelines and processes applied when conducting an activity. (Doctrine>Standards & Procedures>Operating Standards & Procedures)	JPDO Enabler Classification Guide
Requirements		A single documented statement that identifies a necessary attribute, capability, characteristic, or quality of a system, product, or operation. (Doctrine>Operational Definition/Concept>Requirements)	JPDO Enabler Classification Guide
Strategy		A plan identifying a course of action for achieving a particular goal, future operational concept or state. (Doctrine>Operational Definition/Concept>Strategy)	JPDO Enabler Classification Guide
Model		The representation of entities, data sets, business logic, and capabilities to guide future decision-making. (Doctrine>Operational Definition/Concept>Model)	JPDO Enabler Classification Guide
Goals/Metrics		An objective or desired outcome, as well as, a qualitative or quantitative standard of measurement. (Doctrine>Operational Definition/Concept>Goals/Metrics)	JPDO Enabler Classification Guide
Design Guidelines		Specific attributes or system properties incorporated into its design to meet stakeholder needs. (Doctrine>Operational Definition/Concept>Design Guidelines)	JPDO Enabler Classification Guide
Regulations		Draft, published or proposed rules outlined in the Federal Register or the Code of Federal Regulations. (Doctrine>Policy>Laws & Regulations>Regulations)	JPDO Enabler Classification Guide
Laws		Draft, published or proposed system of binding rules enforced by a governmental body. (Doctrine>Policy>Laws & Regulations>Laws)	JPDO Enabler Classification Guide
Executive Orders		A legally binding directive issued by the president. (Doctrine>Policy>Laws & Regulations>Executive Orders)	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Roles & Responsibilities		The assignment of individual or organization roles and responsibilities. (Doctrine>Policy>Organizational>Roles & Responsibilities)	JPDO Enabler Classification Guide
Agreement/ Decision		An organization's acceptance or agreement to a policy, MOA, or MOU. (Doctrine>Policy>Organizational>Agreement/ Decision)	JPDO Enabler Classification Guide
Organization		An arrangement of people, knowledge, data, and other elements systematically to meet a need or to pursue collective goals.	JPDO Enabler Classification Guide
Governance Structure		A vehicle through which an authoritative body manages policies, processes, and decisions in a given area of responsibility. (Organization>Governance Structure)	JPDO Enabler Classification Guide
New Governing Body		The establishment of a new authoritative group to define policies, roles, responsibilities, and processes in a given area of responsibility. (Organization>New Governing Body)	JPDO Enabler Classification Guide
Programs & Initiatives		A system of services, opportunities, or projects designed, as part of an organization’s strategy to achieve a particular capability or need. (Organization>Programs & Initiatives)	JPDO Enabler Classification Guide
Partnership		A relationship between groups or organizations to achieve a specific goal. (Organization>Partnership)	JPDO Enabler Classification Guide
Re-Organization		An alteration in the arrangement of an organization's structure to optimize the achieve of a specific goal. (Organization>Re-Organization)	JPDO Enabler Classification Guide
Materiel		Systems, apparatus, and other equipment necessary to equip, operate, maintain and support aviation-related functions without disruption to its application for operational purposes.	JPDO Enabler Classification Guide
Air Navigation Service Provisioning		Materiel solutions that provide detailed information to air traffic controllers and pilots to support a synchronization of safe and efficient aircraft navigation through the airspace and aircraft movement on the ground. Examples of Air Traffic Control systems include Flight Schedule Analyzer, Dynamic Ocean Tracking System, Traffic Management Advisor etc.	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Environment		Materiel solutions that improve the environmental impact of the air transportation system. Examples may include environmental management systems, predictive modeling tools, detection and monitoring technologies, etc.	JPDO Enabler Classification Guide
Navigation		Materiel solutions that provide accurate and universal positioning, navigation and timing services. Examples may include systems and equipment that provide a positioning signal, process signals into a position, and distribute navigation specific information, such as Global Positioning System satellites, beacons, etc.	JPDO Enabler Classification Guide
Center Airspace/Area		That geographical area for which an ARTCC has air traffic control responsibility and which is defined in adaptation. The air space within a center area is subdivided into fix posting areas that may be controlled by sectors within the center or delegated to approach control facilities. Center air space may overlie or underlie the adapted air space of an adjacent center or an approach control facility.	FAA-IMS
Center-TRACON Automation System	CTAS	Air Traffic Management (ATM) application that provides functionality similar to Arrival Sequencing Program (ASP) processing, but is done on a microprocessor outside of the NAS processor.	FAA-IMS
Central Flow		A facility that directly interfaces with each NAS En Route Center for two-way communications of flow control data; issues flow control restrictions. (ZCX).	FAA-IMS
Coded Route		An adapted special-use sequence of fixes with various options that describe a route of flight identified by a unique name, which may be filed as a single route element.	FAA-IMS
Integrated Program Plan	IPP	Translates strategies in the Acquisition Strategy Paper into a detailed set of management, contracting, and technical actions and work activities necessary for successful implementation and management of a program over its lifecycle.	FAAO 1800.66
Interface		The performance, functional, and physical attributes required to exist at a common boundary.	EIA-649

NAME	ACRONYM	DEFINITION	Source
Interface Control		The process of identifying, documenting, and controlling all performance, functional, and physical attributes relevant to the interfacing of two or more products provided by one or more organizations.	EIA-649
Interface Control Document	ICD	A formal agreement between interfacing subsystem managers and the subsystem development contractors, which documents how the interface requirements are implemented in the design of the respective subsystem/equipment item.	FAAO 1800.66
Interface Control Documentation		Interface control drawing or other documentation that depicts physical, functional, and test interfaces of related or co-functioning products.	EIA-649
Interface Requirements Document	IRD	A formal agreement between interfacing subsystem managers, which documents the functional, performance and verification requirements for the NAS technical interfaces.	FAAO 1800.66
Life Cycle		A generic term relating to the entire period of conception, definition, build, distribution, operation, and disposal of a product.	EIA-649
Life Cycle Planning and Management		The management of systems and services over their useful life including all life cycle stages from identification of need, acquisition, operation and maintenance, support and disposal.	FAAO 1800.66
Master Configuration Index	MCI	A collection of configuration identification information from across the various solution providers, providing a view of that information from a national level. The MCI serves three functions: (1) to ensure the correct hierarchical representation of the NAS by identifying each NAS subsystem or facility and its relationship to other NAS subsystems/facilities, (2) to provide configuration identification data for each NAS subsystem/facility, and (3) to track the engineering and technical documentation (including drawings) for each subsystem or facility, including all approved changes to the documentation.	FAAO 1800.66
Meta Data		A summary of data that characterizes the data or points to the data, but is not the data itself.	FAAO 1800.66
Metrics		Measurements of indicators of the status of a project or procurement. Metrics are generally quantitative but can be qualitative as well.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Modification Installation and Tracking		The process by which approved changes to operational NAS systems are implemented, including development and release of modification kits; preparation and distribution of modification documentation; update of logistics documentation and procurement/modification of spares; incorporation of changes at designated sites by authorized field technicians; and tracking of implementation status.	FAAO 1800.66
Must Evaluation		After NCP number assignment, the process by which evaluators are assigned to a proposed change and review comments are collected and tracked.	FAAO 1800.66
NAS Architecture		An evolutionary descriptive plan for the aviation, air traffic management and air navigation system in terms of services, functions and performance provided to the users.	FAAO 1800.66
NAS Change Proposal	NCP	The means for baselining NAS CIs or proposing changes to baselined NAS CIs. Prepared on FAA Form 1800-2, an NCP identifies the CI to be baselined or modified, describes the recommended change and provides sufficient information so that the proposed change can be thoroughly evaluated.	FAAO 1800.66
NAS Facilities		Real property or buildings owned or leased by the FAA, which house FAA equipment or provide a location for NAS services.	FAAO 1800.66
NAS-Level Requirements		See NAS Technical Architecture.	FAAO 1800.66
NAS-MD-001		NAS Master Configuration Index Subsystem Baseline Configuration and Documentation Listing: Is a report of all baselined NAS subsystems/facilities currently operational or under procurement for the NAS. It includes a listing of currently approved baseline documentation for these subsystems/facilities.	FAAO 1800.66
NAS Systems		Hardware or software or a combination thereof that provide a solution for NAS requirements.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
NAS Technical Architecture		The technical portion of the NAS Architecture, which defines and translates services, capabilities and implementation steps (sequencing or transition steps) into design solutions and their required technical characteristics. The technical characteristics are defined as “NAS-Level Requirements,” which explicitly translate the operational needs of the agency into functional, performance and constraint requirements that are sufficient to direct the appropriate design and development of NAS systems. NAS-Level Requirements are the highest level requirements maintained within the FAA and are initially used during Investment Analysis.	FAAO 1800.66
NAS Technical Documentation		Any set of documents that describe the technical requirements of the National Airspace System.	FAAO 1800.66
National Airspace Documentation	NASDOCS	Is an internet/intranet system that provides on-line distribution of FAA documentation as well as a secure area for the development and review of this documentation prior to publication.	FAAO 1800.66
Nomenclature		(1) Names assigned to kinds and groups of products, and (2) Formal designations assigned to products by customer or supplier (such as model number, model type, design differentiation, specific design series, or configuration.)	EIA-649
Non-Conformance		The failure of a product to meet a specified requirement.	EIA-649
Non-Developmental Item		Any previously developed item of supply used exclusively for Government purposes by a federal agency or state, local or foreign government and no further development is required.	FAAO 1800.66
Non-Federal Facility		A facility owned by a state or local government, U.S. possession or territory, or private interest, which is used in NAS operations.	FAAO 1800.66
Office of Primary Interest		An FAA organization that generates a document or has a significant interest in the management or control of a specific document.	FAAO 1800.66
Operational Baseline		The approved technical documentation representing installed operational hardware and software.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Operational Information		Information that supports the use of a product, for example, operation maintenance and user's manuals/instructions, procedures, and diagrams.	EIA-649
OPI Supporting Documentation		Operating procedures, documentation and work products produced by an organization that detail how that organization accomplishes its CM responsibilities. This documentation provides a greater level of detail for CM activities required by National CM Policy. Examples of OPI documentation include CM Plans, Audit Plans and test results.	FAAO 1800.66
Traffic Synchronization		Traffic synchronization refers to the tactical establishment and maintenance of a safe, orderly and efficient flow of air traffic. Key conceptual changes: • There will be dynamic 4-D trajectory control and negotiated conflict-free trajectories. • Chokepoints will be eliminated. • Optimization of traffic sequencing will achieve maximization of runway throughput.	
Trajectory		The description of movement of an aircraft, both in the air and on the ground, including position, time, and at least via calculation, speed and acceleration.	
Transponder		An airborne radar beacon receiver/transmitter which automatically receives RF signals from interrogators and which selectively replies with a specific reply pulse or pulse group only to those interrogations being received on the mode to which it is set to respond.	FAA-IMS
Unmanned Aircraft System	UAS	In its most basic sense, a UAS is any aircraft that can be flow without a human on board. Unmanned Aircraft Systems (UAS) is a preferred term by RTCA, FAA, and DoD. UAS includes: Aircraft, Aircraft Control Station, Command & Control Links, and autonomous, semi-autonomous, or remotely operated vehicles. Other commonly used terms include Unmanned Aerial Vehicle (UAV), Remotely Piloted Aircraft (ROA), Remotely Piloted Vehicles (RPV), and Drone/Model/RC Aircraft.	NAS/JPDO Enterprise Architecture Controlled Vocabulary
Unmanned Aerial Vehicle	UAV	An unmanned aerial vehicle is a pilotless aircraft in the sense of Article 8 of the ICAO Convention which is flown without a pilot-in-command onboard and is either remotely and fully controlled from another place (ground, another aircraft, space) or programmed and fully autonomous.	EUROCONTROL Operational Concept Document (OCD)

NAME	ACRONYM	DEFINITION	Source
Acquisition Strategy Paper		Documents the approach for executing a program during Solution Implementation and for managing fielded products and services during In-Service Management. The Acquisition Strategy Paper also integrates planning for all functional disciplines associated with program implementation such as systems engineering, in-service support, test and evaluation, security, quality assurance, human integration and configuration management, as appropriate.	FAAO 1800.66
Application Environment		Where a product is used, for example, defense systems and facilities, energy facilities, aircraft, space systems, automobiles, pharmaceuticals, commercial products.	EIA-649
Approval		The agreement that an item is complete and suitable for its intended use.	EIA-649
Attributes		Performance, functional, and physical characteristics of a product.	EIA-649
Baseline		(1) An agreed-to description of the attributes of a product, at a point in time, which serves as a basis for defining change, (2) An approved and released document, or a set of documents, each of a specific revision; the purpose of which is to provide a defined basis for managing change, (3) The currently approved and released configuration documentation, and (4) A released set of files consisting of a software version and associated configuration documentation.	EIA-649
Best Commercial Practices		Business processes, procedures and automated tools used by industry or government organizations that are low risk, cost effective, and have a proven track record. Best practices are highly recommended for use by other organizations that require effective business methods.	FAAO 1800.66
Capability Maturity Model		A descriptive model of the stages through which organizations progress as they define, implement, evolve and improve their processes. This model serves as a guide for selecting process improvement strategies by facilitating the determination of the current process capabilities and the identification of issues most critical to quality and process improvement within a particular domain, such as software engineering or systems engineering.	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Case File		The documentation prepared by an organization originating a change to a NAS CI. Prepared on FAA Form 1800-2, NAS Change Proposal, the case file is used during prescreening. A case file number is assigned by the originating office for status accounting purposes, and is the only number that identifies the proposed change until it has been forwarded for NCP number assignment.	FAAO 1800.66
CCB Charter		Documentation that defines an approved CCB's authority, responsibilities, membership and CIs under its jurisdiction.	FAAO 1800.66
CCB Executive Secretariat		Provides administrative support to the CCB. The CCB Secretariat establishes the CCB's schedule and agendas; ensures necessary action is taken in processing all proposed changes for disposition by the CCB; maintains records for the CCB; and prepares minutes and action items for CCB meetings.	FAAO 1800.66
CCB Operating Procedures		Detailed procedures that describe how a specific CCB manages its change management process.	FAAO 1800.66
Change		See engineering change.	EIA-649
CM Control Desk		Performs a review of all case files (not subject to Regional CCB authority) that have completed prescreening to verify necessary supporting information (including technical, cost, benefit, performance and schedule impact) has been provided. The CM Control Desk assigns NCP numbers to case files upon completing the verification review; the CM Control Desk performs other duties related to change processing as well.	FAAO 1800.66
CM Plan		The documentation of an IPT or solution provider's implementation of CM within the organization including CM planning, processes and procedures commensurate with programs under its control. A CM Plan provides guidance in sufficient detail to allow tailoring of CM products for each life cycle phase.	FAAO 1800.66
Commercial Equipment		Manufacturer's equipment not developed under a federal developmental contract (e.g., commercially developed navigational aids).	FAAO 1800.66

NAME	ACRONYM	DEFINITION	Source
Commercial-Off-The-Shelf	COTS	A product or service that has been developed for sale, lease or license to the general public and is currently available at a fair market value.	FAAO 1800.66
Computer Software Documentation		Technical data or information, including computer listings, regardless of media, which document the requirements, design, or details of computer software; explain the capabilities and limitations of the software; or provide operating instructions for using or supporting computer software.	EIA-649
Configuration		(1) The performance, functional, and physical attributes of an existing or planned product, or a combination of products, and (2) One of a series of sequentially created variations of a product.	EIA-649
Configuration Audit		Product configuration verification accomplished by inspecting documents, products, and records; and reviewing procedures, processes, and systems of operation to verify that the product has achieved its required attributes (performance requirements and functional constraints), and the product's design is accurately documented. Sometimes divided into separate functional and physical configuration audits.	EIA-649
Intent		The projected aircraft position, which can be obtained from the aircraft systems (avionics). It is associated with the commanded trajectory and takes into account aircraft performance, weather, terrain, and ATM service constraints. The aircraft intent data correspond either to aircraft trajectory data that directly relate to the future aircraft trajectory as programmed inside the avionics or the aircraft control parameters as managed by the automatic flight control system. These aircraft control parameters could either be entered by the flight operator or automatically derived by the flight management system.	JPDO SME Created
Internal Reference Units	IRU		
Joint Planning and Development Office	JPDO		
Joint Planning Environment	JPE		
Joint Resource Council	JRC		
Knowledge Sharing Network	KSN		
Law Enforcement Organization	LEO		

NAME	ACRONYM	DEFINITION	Source
Layered Adaptive Security		The security system will be constructed in “layers of defense” to detect threats early while minimally affecting efficient operations. Airports and aircrafts will be designed to be more resilient to attacks or incidents. Building on the “net-enabled information access” and “performance-based services” capabilities, risk assessments will begin well before each flight so that people and goods will be appropriately screened as they move from the “airport” curb to the aircraft, or as they support aerodrome/aircraft operations. As technology matures, screening will be unobtrusive and more transparent to the individual. All people and cargo that “touch” or are carried by an aircraft will be positively identified. Responses to anomalies and incidents will be proportional to the assessed risk of the involved individuals or cargo.	JPDO SME Created
Levels		The IWP uses the Level concept to describe groups of Enablers or Ois that involve incremental improvements or similar functions or operations. In other words, when a specific function or operation will evolve over the course of the NextGen transformation, the discrete levels of improvement are defined by Enablers or OIs with the same prefix title and Level suffix.	JPDO SME Created
Long Range Radar	LRR		
Message Mediation	MM		
Meteorological Aviation Report	METAR		
Metroplex		A group of two or more adjacent airports whose arrival and departure operations are highly interdependent.	JPDO SME Created
Microprocessor Enroute Automated Radar Tracking System	MEARTS	A radar processing system implemented with commercial off-the-shelf equipment for use in both Enroute and Terminal environments. It provides single sensor and mosaic display of traffic and weather using long- and short-term radars.	JPDO SME Created
Mid-Air Collision	MAC		
Mode Select	Mode S		
Multi-Functional Satellite Augmentation System	MSAS		
Multilateration	MLAT		

NAME	ACRONYM	DEFINITION	Source
NAS Voice Switch	NVS	The National Airspace System (NAS) Voice Switch (NVS) program will replace legacy voice switches in Enroute and Terminal domains. NVS will incorporate a networking capability to enable voice switch to connect to extended resources for air-to-ground communications. The NVS supports air traffic control (ATC) operational ground-to-ground voice communications interconnectivity between controllers within ATC facilities for intercom communications.	JPDO SME Created
National Aeronautics and Space Administration	NASA		
National Aviation Research Plan	NARP		
National Aviation Safety Strategic Plan	NASSP		
National Center of Excellence for Aviation Operations Research	NEXTOR		
National Coordination Office	NCO		
National Environmental Policy Act	NEPA		
National Oceanic and Atmospheric Administration	NOAA		
National Plan of Integrated Airport Systems	NPIAS		
National Security Airspace	NSA		
National Weather Program	NWP		
National Weather Service	NWS		
Net-Centric Infrastructure	NCI		
Net-Centric Operations		The application of network methods and technologies to improve or transform an operation or process. It focuses on improving the exchange of information throughout the National Airspace System (NAS), and is often referred to as "the heart of NextGen." There are two key components of Net-Centric Operations: a Net-Centric Infrastructure and Net-Centric Information Services. The infrastructure is the framework for sharing information, while the services direct that information to the users who need it.	JPDO SME Created
Net-Centric Working Group	NCWG		

NAME	ACRONYM	DEFINITION	Source
Net-Centricity		The realization of a globally-interconnected network environment, including infrastructure, systems, processes, and people, that enables an enhanced information sharing approach to aviation transportation.	JPDO SME Created
Network Enabled Infrastructure	NEI		
Network Enabled Operation	NEO		
Next Generation Air Transportation System	NextGen		
Next Generation Weather Radar	NEXRAD		
NextGen Forecast Engine	NFtE		
NextGen GPS Operational Control Segment	OCX		
Notice of Propose Rule Making	NPRM		
Office of Collateral Responsibility	OCR	As a complex inititiative, many, if not all, of the NextGen IWP elements will be achieved through the support, cooperation, and coordination of many organizations. In addition to the Office of Primary Responsibility (OPR), an Office of Collateral Responsibility (OCR) has been designated for many planning elements. As an OCR, an organization is expected to support the OPR in achieving the OI or Enabler. This support can be provided in many ways, including the provisions of funds, staffing, facilities, intellectual capital, or other needed resources.	JPDO SME Created
Office of Management and Budget	OMB		
Office of Primary Responsibility	OPR	The Office of Primary Responsibility (OPR) is expected to provide the overall ownership and leadership necessary to achieve the planning element. For OIs, this will generally be achieved through the realization of many Enablers, R & D Activities, and Policy Issues. The OPR for an OI, therefore, may need to provide internal resources, as well as coordinating external resources, to achieve the OI. For Enablers or R & D Activities, the OPR may have more direct control of the work but may also coordinate the use of external resources, as needed.	JPDO SME Created
Office of the Director of National Intelligence	ODNI		
Operational Evolution Partnership	OEP		

NAME	ACRONYM	DEFINITION	Source
Operational Evolution Partnership Top 35 Airports	OEP-35		
Operational Improvement	OI	OIs describe the operational transformational changes needed to achieve the operational concepts defined in the ConOps. An OI describes a specific stage in the transformation of operations and the performance improvements expected at that point in time.	JPDO SME Created
Optimized Profile Descent	OPD	An arrival where an aircraft is cleared to descend from cruise altitude to final approach using the most economical power settings at all times. Also known as Continuous Descent Arrival.	JPDO SME Created
Oxides of Nitrogen	NOx		
Paired Approach		A maneuver used to land two aircraft on parallel runways at nearly the same time (“side-by-side”). Paired approaches facilitate runway efficiency while minimizing wake turbulence concerns, but separation assurance must be carefully managed.	JPDO SME Created
Pair-Wise Maneuver		A maneuver where movements of one aircraft is in relatively close proximity to that of another, from the perspective of separation assurance. Examples include: crossing another aircraft’s trajectory, or passing in a parallel fashion. This proximity could be horizontal or vertical.	JPDO SME Created
Performance Management	PM		
Performance-Based Operations	PBO	Use of performance capability definition versus an “equipment” basis to define the regulatory/procedural requirements to perform a given operation in a given airspace.	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Performance-Based Services		There are multiple service levels aligned with specified user performance thresholds to provide choices to users depending on needs, required communication, navigation and surveillance performance, environmental performance criteria, security parameters, and so forth. Services will be flexible according to the situation and consolidated needs of the users. Services vary from area to area in terms of airspace and âairportâ surfaces, and they vary with time as needs dictate. Preferences are established based on user capability, equipage, training, security, and other considerations. The performance-based approach is used to analyze risks (e.g., safety, security, and environment) instead of âequipment-basedâ approaches. The performance-based services capability will enable a definition of service tiers and allow the government to move from equipment-based regulations to performance-based regulations.	JPDO SME Created
Planning and Implementation Regional Group	PIRG		
Point of Contact	POC		
Policy Board for Federal Aviation	PBFA		
Policy Decision	PD		
Policy Issue		Many of the IWP OIs and Enablers require policy changes to support their realization, particularly related to the interoperability, standardizations, and governance. Policy Issues are intended to encourage decision-maker consideration of viable solution options, ranging from further analysis and open discussion for less mature issues to specific policy recommendations for more mature issues.	JPDO SME Created
Positioning, Navigation, and Timing Services	PNT	A service that enables the ability to accurately and precisely determine ones current location and orientation in relation to ones desired path and position; apply corrections to course, orientation, and speed to attain the desired position; and to obtain accurate and precise time anywhere on the globe, within user-defined timeliness parameters.	JPDO SME Created
Precision Runway Monitor Alternate	PRMA		
Public Key Infrastructure	PKI		
Public Regulated Service	PRS		

NAME	ACRONYM	DEFINITION	Source
Qualified Vendors List	QVL		
Quality of Service	QoS		
Real Time Verification System	RTVS		
Request for Proposals	RFP		
Required Communication Performance	RCP		
Required Surveillance Performance	RSP		
Research Activity		Research Activities describe basic or applied research programs and the results needed to support other NextGen planning elements.	JPDO SME Created
Research and Development	R&D		
Safety Assurance		The independent oversight function that tests, evaluates, and certifies, as necessary, products and processes to ensure that they are safe for the public and stakeholders.	JPDO SME Created
Safety Culture		The product of individual and group values, attitudes, competencies, and patterns of behaviors that determine the commitment to, and the style and proficiency of, an organization's health and safety programs.	JPDO SME Created
Safety Management		As a key requirement for the overall success of NextGen, the Safety Management functional area supports all of the NextGen Capabilities with a strong alignment to the Integrated Regulatory and Risk Management Capability. This capability seeks to provide proactive risk identification and analysis, through improved automation, policies, and processes, using established standards, requirements, and responsibilities.	JPDO SME Created
Safety Management System	SMS	The process that provides a systematic method for managing safety. The four components of an SMS are policy, architecture, assurance, and safety promotion.	JPDO SME Created
Safety Risk Management	SRM	The set of processes and practices by which a concept and its operation are designed and made to be safe.	JPDO SME Created
Satellite-Based Augmentation System	SBAS		
Screening Information Request	SIR		
Secure Supply Chain Entity	SSCE		

NAME	ACRONYM	DEFINITION	Source
Security Airspace Planning and Management	SAPM		
Security Integrated Tool Set	SITS		
Security Service Provider	SSP		
Security-Restricted Airspace	SRA		
Self Separation		A mode of operation in which an aircraft or vehicle operator is responsible for maintaining separations from all other traffic. It is most often associated with Self-Separation Airspace, but it may apply to other contexts in a more limited sense (for example, self-separation within a formation).	JPDO SME Created
Self-Separation Airspace		Airspace in which each aircraft's operator is responsible for maintaining separation from all other traffic within the airspace.	JPDO SME Created
Senior Policy Committee	SPC		
Separation Management		The management function to ensure aircrafts or vehicles maintain a safe separation minima from other aircraft or vehicles, protected airspace, terrain, weather, or other hazards. The function may be performed by ANSP personnel, the flight operator, and/or automation.	JPDO SME Created
Service Oriented Architecture	SOA	A design for linking computational resources (principally, applications and data) on demand to achieve the desired results for service consumers (which can be end users or other services). The Organization for the Advancement of Structured Information Standards (OASIS) defines SOA as the following: A paradigm for organizing and utilizing distributed capabilities that may be under the control of different ownership domains. It provides a uniform means to offer, discover, interact with, and use capabilities to produce desired effects consistent with measurable preconditions and expectations	JPDO SME Created
Shared Situational Awareness	SSA	The sharing of information among the processes and applications that constitute the information services function to the stakeholders in the system.	JPDO SME Created
Significant Meteorological Information	SIGMET		
Single Authoritative Source	SAS		

NAME	ACRONYM	DEFINITION	Source
Special Use Airspace	SUA	A volume of airspace where certain aircraft must be restricted from transiting that airspace. May be defined for Alert Areas, Controlled Firing Areas, Military Operations Areas (MOAs), Prohibited Areas, Restricted Areas, or Warning Areas.	JPDO SME Created
Standard Positioning Service	SPS		
Standard Terminal Automation Replacement System	STARS	A digital radar/flight data processing and display system for use by terminal air traffic controllers. Controllers use STARS to ensure the safe separation of military and civilian aircraft throughout the nation’s airspace.	JPDO SME Created
Standing Committee	SC		
Suggested Office of Collateral Responsibility	SOCR	As a complex initiative, many, if not all, of the NextGen IWP elements will be achieved through the support, cooperation, and coordination of many organizations. In addition to the Office of Primary Responsibility (OPR), an Office of Collateral Responsibility (OCR) has been designated for many planning elements. As an OCR, an organization is expected to support the OPR in achieving the OI or Enabler. This support can be provided in many ways, including the provisions of funds, staffing, facilities, intellectual capital, or other needed resources. As commitments are received, the SOCR designations will change to OCR designations.	JPDO SME Created
Suggested Office of Primary Responsibility	SOPR	The Suggested Office of Primary Responsibility (SOPR) is expected to provide the overall ownership and leadership necessary to achieve the planning element. For OIs, this will generally be achieved through the realization of many Enablers, R & D Activities, and Policy Issues. The SOPR for an OI, therefore, may need to provide internal resources, as well as coordinating external resources, to achieve the OI. For Enablers or R & D Activities, the SOPR may have more direct control of the work but may also coordinate the use of external resources, as needed. As commitments are received, the SOPR designations will change to OPR designations.	JPDO SME Created
Surface Traffic Flow Manager	STFM		JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Surveillance Services		This service integrates cooperative and noncooperative airport surface and airspace surveillance systems, fostering real-time air and airport situational awareness and enhancing safety and security.	JPDO SME Created
System-Wide Information Management	SWIM	SWIM provides for NAS-wide transport and sharing of information between the FAA systems and all NextGen users. It is a uniform single point of entry for all Communities of Interest to publish and subscribe to NAS services and data.	JPDO SME Created
Temporary Flight Restrictions	TFR		
Terminal Data Display System	TDDS		
Terminal Instrument Procedures (U.S. Standards)	TERPS		
Terminal Radar Approach Control	TRACON		
Tower Data Link Services	TDLS	TDLS automates tower-generated information for transmission to aircraft via data link. TDLS interfaces with sources of local weather data and flight data and provides pilots with Pre-Departure Clearance, Digital-Automatic Terminal information System (D-ATIS), and emulated Flight Data Input/Output (FDIO).	JPDO SME Created
Tower Flight Data Manager	TFDM		
Traffic Flow Management	TFM		
Traffic Flow Specialists	TFS		
Traffic Information Service-Broadcast	TIS-B		
Traffic Management Advisor	TMA	TMA computes flight arrival sequencing, Scheduled Time of Arrival and Estimated Time of Arrival at various points along the aircraft flight path to an airport. In response to changing events and controller inputs, TMA provides results to the Enroute sector team to maintain optimum flow rates to runways. TMA also maintains statistics on the traffic flow and the efficiently of the airport and displays them to the Traffic management Specialists.	JPDO SME Created
Traffic Management Initiatives	TMI		
Traffic Management Operations	TMO		

NAME	ACRONYM	DEFINITION	Source
Trajectory and Performance-Based Operations and Support		The Trajectory and Performance-Based Operations and Support functional area provides the fundamental components of the following NextGen Capabilities: Provide Efficient Trajectory Management, Provide Flexible Separation Management, Provide Collaborative Capacity Management, Provide Collaborative Flow Contingency Management, and Provide Flexible Airport Facility and Surface Operations.	JPDO SME Created
Trajectory Management	TM	The function of fine-tuning trajectories as required by the airspace plan or an active flow contingency management initiative to minimize pairwise contention and ensure efficient individual trajectories within a flow.	JPDO SME Created
Trajectory-Based Operations	TBO	The use of 4D trajectories as the basis for planning and executing all flight operations supported by the air navigation service provider.	JPDO SME Created
Transportation Research Board	TRB		
Transportation Security Administration	TSA		
Ultra Low Sulfur	ULS		
United States	US		
United States Naval Observatory	USNO		
Universal Access Transceiver	UAT		
Universal Time Coordinate	UTC		
Validation and Verification	V&V		
Very High Frequency Data Link	VDL		
Virtual Tower		A facility that provides surface and tower services without the requirement for ANSP personnel providing direct visual observation. Virtual towers may be automated or staffed.	JPDO SME Created
Voice Grade	VG		
Voice Over Internet Protocol	VoIP		
Wake Turbulence Mitigation for Departures	WTMD		
Weapon of Mass Destruction	WMD		
Weather and ATM Integration	WATMI		

NAME	ACRONYM	DEFINITION	Source
Weather Information Services		A common service providing the following generic capabilities: sensor configuration, observation, forecast, and history.	JPDO SME Created
Weather Observation Consolidation	WOC		
West Atlantic Route System	WATRS		
William J. Hughes Technical Center	WJHTC		
4-Dimensional Weather Cube	4-D Wx Cube	The NextGen Weather Information Services functional area provides comprehensive four dimensional aviation weather information called the 4D Weather Cube. From within this cube, numerous sources are arbitrated and fused into a Single Authoritative Source (SAS) of weather information used in joint government/user NextGen decision-making processes. This SAS provides the consistent continuous "common weather picture" that is distributed to all stakeholders through the NextGen net-enabled "virtual" 4D Weather Cube. The 4D Weather Cube is also known as the 4D Weather Data Cube.	JPDO SME Created
Community of Interest	COI	A collaborative group of stakeholders, including information producers, providers and consumers that must exchange information in pursuit of their goals, interests, missions, or business processes and therefore must have a shared vocabulary for the information they exchange.	NCOD
Net-Centricity		The application of network technologies or methodologies to improve or transform an operation or process.	NCOD
Net-Centric Operations		Net-Centric Operations is applying network methods and technologies to improve or transform an operation of process. There are two key components of Net-Centric Operations: a Net-Centric Infrastructure and Net-Centric Information Services. The infrastructure is the framework for sharing information, while the services direct that information to the users who need it.	NCOD

NAME	ACRONYM	DEFINITION	Source
AIRPORT LIGHTING		Various lighting aids that may be installed on an airport. Types of airport lighting include: a.Approach Light System (ALS)- An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on his/her final approach for landing. Condenser-Discharge Sequential Flashing Lights/Sequenced Flashing Lights may be installed in conjunction with the ALS at some airports. Types of Approach Light Systems are: (Refer to FAAO JO 6850.2, VISUAL GUIDANCE LIGHTING SYSTEMS.) b.Runway Lights/Runway Edge Lights- Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or preset. c.Touchdown Zone Lighting- Two rows of transverse light bars located symmetrically about the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway. d.Runway Centerline Lighting- Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway. e.Threshold Lights- Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold. f.Runway End Identifier Lights (REIL)- Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway. g.Visual Approach Slope Indicator (VASI)- An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he/she is "on path" if he/she sees red/white, "above path" if white/white, and "below path" if red/red. Some airports serving large aircraft have three-bar VASIs which	Pilot-Controller Glossary

NAME	ACRONYM	DEFINITION	Source
		provide two visual glide paths to the same runway. h.Precision Approach Path Indicator (PAPI)- An airport lighting facility, similar to VASI, providing vertical approach slope guidance to aircraft during approach to landing. PAPIs consist of a single row of either two or four lights, normally installed on the left side of the runway, and have an effective visual range of about 5 miles during the day and up to 20 miles at night. PAPIs radiate a directional pattern of high intensity red and white focused light beams which indicate that the pilot is "on path" if the pilot sees an equal number of white lights and red lights, with white to the left of the red; "above path" if the pilot sees more white than red lights; and "below path" if the pilot sees more red than white lights. i.Boundary Lights- Lights defining the perimeter of an airport or landing area.	
ADS-B Gulf of Mexico	GOMEX		
Advanced Technologies and Oceanic Procedures	ATOP		
Aeronautical Information Exchange Model	AIXM		
Aeronautical Radio Navigation Service	ARNS		
Air Carrier		Operational users of NextGen that includes commercial passenger or cargo airlines, military air commands, business aviation, and private air vehicle operators.	JPDO SME Created
Air Domain Surveillance and Intelligence Integration	ADSII		
Air Navigation Service Provider	ANSP	The organization, personnel, and automation that provide separation assurance, traffic management, infrastructure management, meteorological & aeronautical information, navigation, surveillance services, clearances, airspace management, and aviation assistance services for airspace users.	JPDO SME Created
Air Traffic Control Beacon Interrogator - Model 6	ATCBI-6		
Air Traffic Management	ATM	The dynamic, integrated management of air traffic and airspace safely, economically, and efficiently through the provision of facilities and seamless services.	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Air Transportation System	ATS		
Airborne Self-Separation		The process by which equipped aircraft maintain separation from all other aircraft, including those managed by the ANSP, within an airspace according to defined rules and separation criteria. The process requires specific ANSP authorization and does not require them to provide separation services to those authorized aircrafts.	JPDO SME Created
Airborne Separation		The process of spacing delegated aircraft from other aircraft (i.e., in flight, on approach, or departure) visually, vertically, longitudinally, and/or laterally.	JPDO SME Created
Airborne Separation Assurance System	ASAS		
Airborne Spacing		The distance minima between two aircraft conducting airborne separation. The ANSP is responsible for the aircrafts' delegated separation.	JPDO SME Created
Airport Cooperative Research Program	ACRP		
Airport Operations and Support		Airport Operations and Support functions are aligned to the NextGen Capability to Provide Flexible Airport Facility and Surface Operations. In support of this capability, the airport operational improvements (OIs) seek to increase the overall capacity of the airport system through the implementation of transformational concepts that enable the optimum and balanced utilization of airside and landside infrascruture. For airports, achieving NextGen requires coordinated improvements across many domains, including safety, security, environmental, and Air Traffic Management (ATM) elements. As such, the NextGen vision growth of the airport system incorpororates elements for environmental, economic, and regional sustainability.	JPDO SME Created
Airport Rescue Fire Fighting	ARFF		
Airport Surface Detection Equipment - Model 3/X	ASDE-3/X		
Airport Surveillance Radar - Model 11	ASR-11		
Airport Surveillance Radar - Model 8	ASR-8		
Airport Surveillance Radar – Model 9	ASR-9		
Airport Working Group	AWG		

NAME	ACRONYM	DEFINITION	Source
Airspace Design		The process of designing routes, fixes, sectors, and other structural/operational elements of the National Airspace System (NAS) while ensuring safety, security, and efficiency.	JPDO SME Created
American Society for Testing and Materials	ASTM		
Area Navigation (RNAV) Operations		Aircraft operations that provide more direct routing between the departure and arrival airports. RNAV Operations remove the requirement for a direct link between an aircraft and a navigational aid. Waypoints are developed for the aircraft to navigate by using bearing and distance information from nearby navigational aids.	JPDO SME Created
Arrival/Departure Airspace		Airspace classified as from the top of climb or descent to the airport surface. It does not include those arrival and departure corridors that are not in current use; however, it does extend to en-route altitudes.	JPDO SME Created
ASIAS Executive Board	AEB		
Atlantic Interoperability Initiative to Reduce Emissions	AIRE		
Automated Virtual Tower	AVT	A facility where sequencing services and basic airport information are provided without the use of ANSP personnel. This is a more enhanced level of service than that which was typical with non-towered airports in 2006.	JPDO SME Created
Automatic Dependent Surveillance - Broadcast	ADS-B	A satellite-based technology that consists of two components: (1) ADS-B in and (2) ADS-B out. An aircraft equipped with the ADS-B out function determines its own position using a Global Navigation Satellite System (GNSS) and continuously broadcasts this position and other relevant information to ground stations and other aircraft equipped with ADS-B in.	JPDO SME Created
Auto-Negotiation		The interaction among two or more systems to identify a specific operational response acceptable to the parties (e.g., flight operator and ANSP) served by the automated system. The automated systems would use the known operating constraints or user preferences to identify the preferred response.	JPDO SME Created
Aviation Environmental Design Tool	AEDT		
Aviation Environmental Portfolio Management Tool	APMT		

NAME	ACRONYM	DEFINITION	Source
Aviation Safety Information Analysis and Sharing	ASIAS		
Aviation Safety Strategic Plan	ASSP		
Base Management Practices	BMP		
Behavioral Pattern Recognition	BPR		
Capacity		The maximum number of aircraft that can be accommodated in a given time period by the system or one of its components.	JPDO SME Created
Capacity Management		The long-term and short-term management and assignment of airspace and routes to meet expected demand. This includes assigning related NAS assets, as well as, coordinating longer term staffing plans for airspace assignments; additionally, allocating airspace to airspace classifications based on demand, as well as, airspace and routes to ANSP personnel to manage workload.	JPDO SME Created
Carbon Dioxide	CO2		
CDTI Assisted Visual Separation	CAVS		
Certified Supply Chain Entity	CSCE		
Chemical, Biological, Radiological, Nuclear, and High Yield Explosive	CBRNE		
Cockpit Display of Traffic Information	CDTI		
Code of Federal Regulations	CFR		
Collaborative Air Traffic Management	CATM	The collaborative process among the ANSP, flight operators, airport operators, and other stakeholders, to perform capacity management, flow contingency management, and trajectory management objectives. CATM is the means by which flight operator objectives and constraints are balanced with overall NAS performance objectives.	JPDO SME Created
Collaborative Decision Making	CDM		
Commercial Aviation Alternative Fuels Initiative	CAAFI		

NAME	ACRONYM	DEFINITION	Source
Committee on Aviation Environmental Protection	CAEP	ICAO's current environmental activities are largely undertaken through CAEP. CAEP assists the Council in formulating new policies and adopting new Standards on aircraft noise and aircraft engine emissions. The CAEP working groups deal with the technical and operational aspects of noise reduction and mitigation, with the aircraft noise and emissions issues linked to airports and operations and with the technical and operational aspects of aircraft emissions.	ICAO
Common Automated Radar Terminal System	CARTS	A system that provides real-time support for surveillance/tracking, controller data entry, and displays aircraft separation assistance (safety functions, flight plan processing, data recording, external data publishing, and system monitoring, and control functions) to air traffic controllers at terminal operating environment.	JPDO SME Created
Common Data Transport	CDT		
Communication Operating Concepts and Requirements	COCR		
Communication, Navigation, and Surveillance	CNS		
Community of Interest	COI		
Complexity		A description of traffic demand levels that factors large numbers of vertically transitioning aircraft, aircraft crossing paths, and aircraft speed variations.	JPDO SME Created
Conflict		Any situation involving an aircraft and a hazard where the designated separation minima may be compromised.	JPDO SME Created
Constraint		Any limitation on the implementation of an operational improvement, or reaching a desired level of service.	JPDO SME Created
Continental United States	CONUS		
Continuous Descent Arrival	CDA		
Continuous Low Energy, Emissions, and Noise	CLEEN		
Controlled Flight Into Terrain	CFIT		

NAME	ACRONYM	DEFINITION	Source
Controlled Time of Arrival	CTA	The assignment and acceptance of an entry/use time for a specific NAS resource. Examples include point-in-space metering, time to be at a runway, or taxi waypoints.	JPDO SME Created
Controlled Unclassified Information	CUI		
Cooperative Surveillance		The determination of an aircraft’s 3D position utilizing equipment on the airframe. In comparison, non-cooperative surveillance would be the determination of an aircraft’s 3D position without the aircraft's participation.	JPDO SME Created
Cooperative Surveillance System	CSS		
Customs Border Protection	CBP		
Decision Support Systems	DSS		
Decision Support Tool	DST		
Defense Service Provider	DSP		
Delegated Separation		The transfer of responsibility for maintaining separation between aircraft or vehicles from ANSP to relevant flight or vector operator. Scope may vary with context. For example, an ANSP could delegate separation responsibilities to an operator for a specific maneuver relative to a specific aircraft.	JPDO SME Created
Demand		The number of aircraft requesting to use the Air Traffic Management (ATM) system in a given time period.	JPDO SME Created
Department of Commerce	DOC		
Department of Defense	DOD		
Department of Energy	DOE		
Department of Homeland Security	DHS		
Department of Transportation	DOT		
Dependencies		The IWP includes an initial set of dependency relationships for each OI and Enabler. These dependencies describe the functional and timing requirements of the relationship.	JPDO SME Created
Development Activity		Development Activities describe the results needed from ongoing development or demonstration programs to support other NextGen planning efforts.	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Dynamic Multipath	MP		
Electronic Flight Strips	EFS		
Electronic Pulse Threats	EMP		
En Route Automation Modernization	ERAM		
Enabler		An enabler describes the initial realization of a specific NextGen functional component needed to support one or more OIs or other Enablers. Enablers describe material components, such as communication, navigation, and surveillance systems, as well as non-material components, such as procedures, algorithms, and standards.	JPDO SME Created
Enhance Terminal Voice Switch	ETVS		
Enhanced Long-Range Navigation	eLoran		
Enterprise Architecture	EA		
Environmental Management Framework	EMF		
Surveillance		Material solutions that support the ability to detect, identify, and monitor the movements of cooperative and non-cooperative objects in the airspace and on the ground. Examples may include systems and equipment that detect and track objects, process those events for identification, and distribute surveillance specific information, such as transponders and primary radar, secondary radar, and space-based radar systems.	JPDO Enabler Classification Guide
Weather		Materiel solutions that support the assimilation of weather information into NextGen decision-making. Examples may include systems and equipment that collect meteorological conditions, process those conditions into data and forecasts, and distribute weather specific information.	JPDO Enabler Classification Guide
Other		Materiel solutions not included in any key performance area. Additional key performance area may be considered on an as needed basis.	JPDO Enabler Classification Guide
Aircraft		A solution that is or can be physically located on a machine designed to fly through the atmosphere.	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Airport		An area of land or water used or intended to be used for the landing and takeoff of aircraft. It includes attached areas used or intended to be used for: (1) airport buildings or other airport facilities or rights of way; and (2) airport systems and equipment used for the immediate monitoring, control, takeoff and landing of aircraft. It may also include a heliport for rotorcraft	JPDO Enabler Classification Guide
Automated Flight Service Station/Flight Service Station	AFSS/FSS	A facility that provides flight planning information to pilots in the form of preflight briefings, such as weather conditions at departure, en route and destination points. This facility also coordinates VFR search and rescue services, and provide orientation services for lost aircraft.	JPDO Enabler Classification Guide
Airline Operations Center/Flight Operations Center/System Operations Center	AOC/FOC/SOC	A solution that is or can be physically located at a facility used for fight support (e.g. pre-flight).	JPDO Enabler Classification Guide
Area Control Center	ACC	A facility established to provide separation management and other air traffic control services to aircraft in en route and oceanic airspace. An example of an Area Control Center is an Air Route Traffic Control Center (ARTCC).	JPDO Enabler Classification Guide
Air Traffic Control System Command Center/Headquarters/Reqional Center	ATCSCC/HQ/RC	A facility that supports providing trajectory management and other NAS-wide functions and includes the Air Traffic Control System Command Center (ATCSCC), FAA Headquarters (HQ), and Regional Centers (RC).	JPDO Enabler Classification Guide
External Provider		A representation for the location of systems that are at non-FAA facilities but provide data and/or services to the NAS. Instances include National Weather Service (NWS) facilities, Department of Defense (DoD) facilities, and commercial provider facilities.	JPDO Enabler Classification Guide
Remote Facility		A facility that hosts a weather sensor, surveillance sensor or navigation beacon located on the ground but outside of an airport area. Instances include NAVAID sites, Long-Range Radar (LRR) sites, Short-Range Radar (SRR) sites, and Weather Radar (WxRR) sites.	JPDO Enabler Classification Guide
Satellite		A solution that is or can be physically located on a manufactured object that orbits the Earth.	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Tower/Ramp		A facility that supports the movement of aircraft on the airport surface and in the airspace in the vicinity of the airport following take-off or after hand-off during landing. Instances of the Tower/Ramp are Air Traffic Control Towers (ATCT), Ramp Controllers, and Virtual Towers.	JPDO Enabler Classification Guide
Terminal Facility		A facility that uses air/ground communications, visual signaling, and other devices to provide ANSP services to aircraft operating in the vicinity of an airport (airspace area of coverage is approximately 35-mile radius from the airport) or on the movement area.	JPDO Enabler Classification Guide
Web/Enterprise Service Bus	Web/ESB	A virtual facility that represents a logical information node that can be dispersed across one or many physical locations and can perform the same services independent of its physical location.	JPDO Enabler Classification Guide
Airframe		A materiel solution referring to the physical shell/mechanical structure of an aircraft.	JPDO Enabler Classification Guide
Application/Decision Support		A materiel solution that transforms data into information and presents the information so that it can be used by a human (end-user) to perform/support a specific function, activity or decision making.	JPDO Enabler Classification Guide
Beacon		A materiel solution that emits a radio frequency (RF), visual, sonic, or other signal that can be used for navigational purposes.	JPDO Enabler Classification Guide
Communication		A materiel solution that supports the transmission of digital and analog messages (data/information) and voice signals for processing by systems. This solution is comprised of unspecified hardware and physical communication lines used to establish connectivity and provide the ability to transmit/receive data.	JPDO Enabler Classification Guide
Data Processor		A materiel solution that automatically and systematically performs operations upon captured data, such as handling, merging, fusing, sorting, formatting, encoding/decoding, and computing so that the output can be used by other systems.	JPDO Enabler Classification Guide
Engine		A materiel solution that provides a propelling or driving force to a vehicle.	JPDO Enabler Classification Guide

NAME	ACRONYM	DEFINITION	Source
Equipment		A materiel solution (i.e. an instrument, mechanical tool, etc.) that provides support to the accomplishment of a task such as a repair or a design.	JPDO Enabler Classification Guide
Power System		A materiel solutions that provides electrical energy to other materiel solutions. This solution also provides uninterruptible power to materiel solutions to eliminate voltage dropouts, surges and voltages sags.	JPDO Enabler Classification Guide
Sensor		A materiel solution that actively/passively receives signals and translates the condition into measurements and data (e.g., reflected radio waves received from an aircraft en route).	JPDO Enabler Classification Guide
System Control		A materiel solution that supports the remote operation of a satellite, unmanned aerial vehicle (UAV), or other unmanned system asset.	JPDO Enabler Classification Guide
Transponder		A materiel solution that participates in an interrogation/response interface, such as receiving, amplifying, and retransmitting a signal received from a sensor.	JPDO Enabler Classification Guide
Vehicle		A materiel solution that transports substances, objects and/or people (excluding aircraft).	JPDO Enabler Classification Guide
Departure Spacing Program		See Departure Sequencing Program	JPDO SME Created
Environmental Management System	EMS	An organizational business process that consists of four phases. In the first planning phase of the NextGen EMS, the organization will identify environmental issues with the potential to constrain future capacity. These will be the focus of tactical, measurable objectives for which improvement initiatives can be undertaken during the second implementation phase. During the third assessment phase, the effectiveness of these initiatives is monitored and key performance metrics tracked. Monitoring data are then used to support planning at the organization itself in the fourth review and adaptation phase. In the NextGen EMS, monitoring data will also be reported at an enterprise level to support NextGen-wide planning.	JPDO SME Created
Environmental Protection Agency	EPA		
Environmental Working Group	EWG		

NAME	ACRONYM	DEFINITION	Source
Executive Committee	ExCom		
Facility and Service Realignment and Consolidation	FRAC		
Fault, Configuration, Administration, Performance, and Security	FCAPS		
Federal Aviation Administration	FAA		
Federal Telecommunications Infrastructure	FTI		
Final Investment Decision	FID		
Fiscal Year	FY		
Fixed Position Surveillance	FPS		
Flight Crew		The individual or group of individuals responsible for the control of an individual aircraft while it is moving on the surface or airborne.	JPDO SME Created
Flight Data Input/Output	FDIO		
Flight Data Processor	FDP		
Flight Information Service-Broadcast	FIS-B		
Flight Object	FO	The representation of the relevant information about a particular instance of a flight. The information in a flight object includes (1) aircraft capabilities, including the level of navigation, communications, and surveillance performance (e.g., FMS capabilities); (2) aircraft flight performance parameters; (3) flight crew capabilities, including level of training received to enable special procedures; (4) 4DT profile and intent, containing the “cleared” 4DT profile plus any desired or proposed 4DTs; and (5) aircraft position information and near-term intent. Standards for the definition of a flight object are in development.	JPDO SME Created
Flight Operator		The organization or person responsible for scheduling, planning, and directly operating the aircraft. Roles within the flight operator include the flight scheduler, flight planner, and flight crew and may reside with one individual or be delegated to separate individuals.	JPDO SME Created
Flight Plan	FPL	Specified information relating to the intended flight of an aircraft that is filed electronically, orally, or in writing with an ANSP facility.	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Flight Planning		A series of activities preformed before a flight that includes, but is not limited to, reviewing airspace and navigation restrictions, developing the route, obtaining a weather briefing, completing a navigation log, filing a flight plan, and inspecting the aircraft.	JPDO SME Created
Flight Restricted Zone	FRZ		
Flight Risk Management System	FRMS		
Flow Contingency Management	FCM	The process that identifies potential flow problems, such as large demand capacity imbalances, congestion, a high degrees of complexity, blocked or constrained airspace, or other off-nominal conditions. It is a collaborative process between ANSP personnel and airspace users to develop flow strategies to resolve the flow problems. Examples of flow strategies include establishing routing to reduce complexity, restructuring airspace, and allocating access to airspace or runways.	JPDO SME Created
Flow Corridor		A long “tube” of airspace that encloses groups of flights flying along the same path in one direction. It is airspace procedurally separated from surrounding traffic and special use airspace, and it is reserved for aircraft in that group. There is a minimum distance that traffic within the corridor must maintain from the edge of the corridor (i.e., “the corridor walls have some thickness”).	JPDO SME Created
Flow Strategy and Trajectory Analysis Services		This capability provides a common “what if” function to assess potential changes in planned flights, the allocation and configuration of assets, as well as other conditions (e.g., weather, security initiatives, etc.) that may affect flight operations.	JPDO SME Created
Forward-Looking Infrared	FLIR		
Four-Dimensional	4D		

NAME	ACRONYM	DEFINITION	Source
4-Dimensional Trajectory	4DT	The "centerline" of a path plus the positioning uncertainty, including waypoint. Positioning uncertainty includes lateral, longitudinal, and vertical positioning uncertainty. Some waypoints within a 4DT may be defined with controlled times of arrival (CTAs), which constrains the uncertainty for planning purposes. The required level of specificity of the 4DT will depend on the operating environment in which the flight will be flown. Associated with a 4DT is the separation zone around an aircraft and the aircraft intent information, which provides near-term information on the expected flight path.	JPDO SME Created
Future Airport Capacity Task - 2	FACT-2		
Future Communications Infrastructure	FCI		
General Aviation	GA	The term used to describe any flight other than a military or scheduled airline flight, ranging from gliders and powered parachutes to large, nonscheduled cargo jet flights.	JPDO SME Created
Generation After Next Technology	N+2		
Global Information Grid	GIG		
Global Navigation Satellite Systems	GNSS		
Global Navigation Satellite Systems (Soviet)	GLONASS		
Governance Model	GM		
GPS Aided Geo Augmented Navigation	GAGAN		
Green House Gases	GHG		
Ground Support Equipment	GSE		
Ground-Based Augmentation System	GBAS		
Ground-Based Navigation System	GBNS		
Groups		The IWP used the Group concept to describe groups of OIs or Enablers that provide similar or related functions. At the highest level, the IWP has organized the OIs and Enablers within a Functional Area into Functional Groups. These Functional Groups provide similar types of OIs or provide related functions. Whitin a Functional Group, there may also be Enablers that have very similar characteristics. These Enablers are given the same prefix and a Group suffix.	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Hazardous Air Pollutants	HAP		
Hazards		Objects or elements from which an aircraft can be separated. These include other aircraft, terrain, weather, wake turbulence, incompatible airspace activity, and, when the aircraft is on the ground, surface vehicles and other obstructions on the apron and maneuvering area.	JPDO SME Created
Heating, Ventilation, and Air Conditioning	HVAC		
Host Computer System	HOST		
Human Factors		The discipline concerned with the understanding of interactions among humans and other elements of a system. It applies theory, principles, data, and other scientific methods to system design to optimize human well-being and overall system performance.	JPDO SME Created
Human-in-the-Loop	HITL		
Initial Availability	IA	This is the date the Enabler is first accessible to an OI or another Enabler. The date does not describe when the Enabler will be fully deployed at all required locations.	JPDO SME Created
Identification Friend Foe	IFF		
Information Services		Provides data and information to subscribers when and where needed in a common format. Ensures questions raised by data consumers are answered correctly and consistently.	JPDO SME Created
Infrastructure Services		Provides communications connectivity to ensure information flows work reliably to support information communications and sharing functions.	JPDO SME Created
Initial Operating Capability	IOC	This is a date when the OI initially provides functions and services described for the entire OI at a specific location. The date does not describe when the OI will be fully deployed at all required locations. The IWP does not provide a full operating capability date.	JPDO SME Created
Integrated Risk Management	IRM		
Integrated Work Plan	IWP		

NAME	ACRONYM	DEFINITION	Source
NextGen Network Enabled Weather	NNEW	NNEW enables universal access to weather information to enable collaborative and dynamic NAS decision making. NNEW is a key FAA contribution to an interagency effort to provide quick, easy, and cost effective access to weather information across all NAS users. Specifically, NNEW is the FAA program that will define and provide the FAA's portion of the interagency infrastructure known as the 4-Dimensional Weather Cube (4-D Wx Cube).	
Central Flow Management Unit	CFMU		
European Geostationary Navigation Overlay Service	EGNOS	EGNOS, the European Geostationary Navigation Overlay Service, is Europe's first venture into satellite navigation. EGNOS, a joint project of ESA, the European Commission and Eurocontrol, the European Organisation for the Safety of Air Navigation is a satellite based augmentation system (SBAS). EGNOS augments the two military satellite navigation systems now operating, the US GPS and Russian GLONASS systems, and makes them suitable for safety critical applications such as flying aircraft or navigating ships through narrow channels. EGNOS services are already provided in Western Europe and the Mediterranean and may be extended to cover other areas, including Africa, the Middle East, Eastern Europe, South America and Asia. Similar service is provided in North America by the Wide Area Augmentation System (WAAS), and in Asia, notably Japan, by the Multi-functional Satellite Augmentation System (MSAS).	Galileo Information Centre
Galileo		Galileo is the European Global Navigation Satellite System under civil control. It will consist of 30 satellites, the associated ground infrastructure and regional/local augmentations. The Galileo system is designed to be compatible and interoperable with GPS and GLONASS. The Galileo geodetic reference frame will be linked to ITRF (International Terrestrial Reference Frame) to which the GPS Reference frame is also linked. There are also plans to broadcast the time offset between Galileo and GPS times. In addition to the European States involved in the programme, USA, China, Israel, Morocco, Ukraine, South Korea and Egypt have joined the Programme. Argentina and Brazil both expressed their interest to join the programme.	Galileo Information Centre

NAME	ACRONYM	DEFINITION	Source
Local Area Augmentation System	LAAS	The Local Area Augmentation System (LAAS) is an augmentation to the GPS signal, but focuses its service on a local area (approximately 20 -30 mile radius). It is intended to complement WAAS but is not reliant on WAAS. In locations where WAAS is unable to meet existing Category I navigation and landing requirements, the LAAS can be used to fulfill those requirements. The signal will also support the more stringent Category II/III requirements that exist at selected locations throughout the U.S.	NASA - Aeronautics Research Mission Directorate
Equivalent to		A partner agency's architecture element is considered "equivalent to" a NextGen EA or IWP element if the descriptions of both are identical. (i.e., Same Scope, Same Content)	JPDO SME Created
Four Dimensional Area Navigation	4D-RNAV		
Air-to-Ground	A/G		
Aircraft Communication Addressing and Reporting System	ACARS		
Aeronautical Communications Panel	ACP		
Aeronautical Fixed Telecommunications Network	AFTN		
Air Traffic Services (ATS) Inter-facility Data Communication	AIDC		
Aeronautical Information System	AIS		
Aircraft Meteorological Data Relay	AMDAR		
Air Traffic Services (ATS) Message Handling System	AMHS		
Airport Moving Map	AMM		
Approach (Procedure) with Vertical Guidance	APV		
Airspace Management	ASM		
Advanced Surface Movement Guidance & Control System	A-SMGCS		
Asia and Pacific Initiative to Reduce Emissions	ASPIRE		
All-purpose Structured Eurocontrol Surveillance Information Exchange	ASTERIX		

NAME	ACRONYM	DEFINITION	Source
Air Traffic Flow and Capacity Management	ATFCM		
Air Traffic Flow Management	ATFM		
Aeronautical Telecommunications Network	ATN		
Airborne Traffic Situational Awareness	ATSAW		
Aviation Safety	AVS		
Aviation Weather Decision Support System	AWDSS		
Caribbean/South America	CAR/SAM		
Climb-Descent Procedures	CDP		
Corridor Integrated Weather System	CIWS		
Dynamic Airborne Reroute Programs	DARP		
Differential Global Positioning System	DGPS		
Data Link Steering Group	DLSG		
Dedicated Satellite Communication Network	DSCN		
Digital - Meteorological Information for Aircraft in Flight	D-VOLMET		
European Air Navigation Planning Group	EANPG		
European Aviation Safety Agency	EASA		
European Air Traffic Management System	EATMS		
Enhanced Flight Vision Systems	EFVS		
Environmental Information Exchange Model	ENXM		
Extended Squitter	ES		
European Meteorological Network	EUMETNET		
European Organization for Civil Aviation Equipment	EUROCAE		
Enhanced Vision Systems	EVS		
Future Air Navigation System-1/A+	FANS-1/A+		
Federal Aviation Regulations	FAR		
Flight Data Processing System	FDPS		

NAME	ACRONYM	DEFINITION	Source
Integrated Automatic Aviation Meteorological System	IAAMS		
International Airways Volcano Watch Operations Study Group	IAVWOPSG		
In-Trail Procedure	ITP		
Japanese Civil Aviation Bureau	JCAB		
Minimum Aviation System Performance Standards	MASPS		
Meteorological	MET		
Minimum Operational Performance Standards	MOPS		
Message Switching Network	MSN		
North Atlantic Systems Planning Group	NAT SPG		
NextGen Weather Radar	NEXTRAD		
Operational Data Link Panel	OPLINKP		
Operational Suitability Data	OSD		
Oceanic Trajectory Management - Four Dimensional	OTM-4D		
Oceanic Tactical Trajectory Management	OTTM		
Precision Air Navigation Services	PANS		
Precision Air Navigation Services Air Traffic Management	PANS-ATM		
Precision Air Navigation Services Operations	PANS-OPS		
Performance-Based Operations Aviation Rulemaking Committee	PARC		
Pan European Network Service	PEN		
Radio Frequency	RF		
Radar Flight Data Processing System	R-FDPS		
Runway Occupancy Time	ROT		
Remotely Piloted Aircraft	RPA		
Radio Technical Commission for Aeronautics	RTCA		

NAME	ACRONYM	DEFINITION	Source
Reduced Vertical Separation Minimum	RVSM		
Reduce Weather Impact	RWI		
Runway Status Lights	RWSL		
Situational Awareness	SA		
Standards and Recommended Practices	SARP		
Surveillance and Broadcast Services	SBS		
Service Life Extension Program	SLEP		
Safety Management International Collaboration Group	SM ICG		
Safety and Performance Requirements	SPR		
Synthetic Vision System	SVS		
Transport Canada Civil Aviation	TCCA		
Time Difference of Arrival	TDOA		
Unmanned Aircraft Systems Study Group	UASSG		
User Preferred Routes	UPR		
Wide-Area Multilateration	WAM		
Working Group	WG		
Weather Information Exchange Model	WXXM		
Airborne Based Augmentation System	ABAS		
National Civil Aviation Agency [Brazil]	ANAC [Brazil]		
Air Traffic Management Bureau [China]	ATMB [China]		
Aviation Security	AVSEC		
Crossing and Passing	C&P		
Air Navigation Management Center [Brazil]	CGNA [Brazil]		
Digital Automatic Terminal Information System	DATIS		
Department of Airspace Control [Brazil]	DECEA [Brazil]		
Airports Oversight Authority [Brazil]	INFRAERO [Brazil]		

NAME	ACRONYM	DEFINITION	Source
World Area Forecast System	WAFS		
Tailored Arrivals	TA		
Internet Protocol Suite	IPS		
Memorandum of Understanding	MOU		
Next Generation Collision Avoidance System	NextCAS		
Single European Sky ATM Research	SESAR		
Civil Air Navigation Services Organisation	CANSO		
System Wide Information Management Supported by Innovative Technologies	SWIM-SUIT		
SESAR Joint Undertaking	SJU		
Special Activity Airspace	SAA	Any airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon aircraft operations. This airspace may be restricted areas, prohibited areas, military operations areas, ATC assigned airspace, and any other designated airspace areas.	FAA-IMS
Airport Mapping Exchange Model	AMXM		
Air Traffic Organization	ATO		
Airborne Traffic Situational Awareness In-Trail Procedures	ATSA-ITP		
Data Communications	Data Comm		
Datalink Flight Information Services	D-FIS		
Future Indian Air Navigation System	FIANS		
Flight Information Service	FIS		
Final Operating Capability	FOC		
Flight Object Interoperability Proposed Standard	FOIPS		
Flexible Use of Airspace	FUA		
Ground Station Surveillance	GSURV		
HOST/Air Traffic Management Data Distribution System	HADDS		

NAME	ACRONYM	DEFINITION	Source
Heads Up Display	HUD		
Interoperability		Refers to the seamless flow of information and operations across a large and complex network of systems crossing international boundaries. It requires that all systems meet a common requirements set and be accepted by stakeholder agencies worldwide. Successful interoperability involves the support, cooperation, and full partnership of system users, service providers, and industry to maximize potential. Interoperability of NextGen systems and procedures will transform air transportation services, increase capacity and efficiency, improve safety and security, and promote environmental stewardship.	JPDO NextGen ATS International Strategy
Harmonization		The development of common international documentation for technical and operating standards, procedures, and policy in using new systems, technologies, and processes. Harmonization of policies and guidance materials provides conformity and consistency in service provision to system users. Harmonization affords stakeholders confidence that compliance with one authority's policies results in recognition among other authorities.	JPDO NextGen ATS International Strategy
Part Of		A partner agency's architecture element is considered "part of" a NextGen EA or IWP element if the description of the partner agency's element achieves part of the NextGen element functionality or another partner agency's architecture element also has a "part of" relationship with the same NextGen EA or IWP element. (i.e., Different but similar Scope and/or Different but similar Content)	JPDO SME Created
No Relationship		A partner agency's architecture element has no relationship to any NextGen EA or IWP element. (i.e., No relationship can be established due to a gap in the NextGen EA, IWP or the element falls outside of scope)	JPDO SME Created
Similar To		A partner agency's architecture element is considered "similar to" a NextGen EA or IWP element if the descriptions are the same but differ in scope, the element is described or implemented differently by two or more partner agencies, or two or more partner agencies accomplish the same element functionality with different definitions. (i.e., Different Scope, Same Content)	JPDO SME Created

NAME	ACRONYM	DEFINITION	Source
Low Visibility Procedure	LVP		
Advanced Surface Movement Guidance and Control System	ASMGCS		
Airport Movement Area Safety System	AMASS		
Surface Movement Radar	SMR		
Arrival Management	AMAN		
Departure Management	DMAN		
Surface Management	SMAN		
Cooperative Validation of Surveillance Techniques and Applications	CRISTAL	A key driver of the ADS-B progress in Europe is the CRISTAL (Co-opeRative ValidatIon of Surveillance Techniques and AppLications of ADS-B) initiative of the CASCADE Programme (which coordinates the European implementation of ADS-B). This initiative consists of validation trials, as a means of testing the technology in real situations, focusing on âpocket areasâ, where the operational needs for ADS-B applications exist and growing to cover wider regions (âcrystallization effectâ). The CRISTAL approach is based on partnerships (collaborative funding arrangements) between CASCADE and its stakeholders (local ANSPs, airlines and industry). The CRISTAL trials, seek also to make best use of the Agency investments e.g. the ADS-B Validation Testbed (AVT), which is the reference platform for the ADS-B validation work in Europe.	EUROCONTROL
Wake Turbulence Mitigation for Arrivals	WTMA		
Wake Turbulence Mitigation for Departures	WTMD		
International Terrestrial Reference Frame	ITRF		
Airborne Collision Avoidance System	ACAS		
Geographic Information System	GIS		
Flight and Flow Information for a Collaborative Environment	FF-ICE		
ATM Information Reference Model	AIRM		
Aeronautical Information Management System	AIMS		

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